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ALEXANDRA BUILDINGS.

Hongkong, 23rd December, 1907.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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DEATH.

On December 24th, at No. 1, Chiao Terrace, Hongkong, ALEXANDER AUGUSTO DA CRUZ ROZA. Deeply regretted. Shanghai and Manila papers please copy.

HONGKONG OFFICE: 10A, DES VEXES ROAD C.

LOANS OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 23RD, 1907.

It has been so constantly drummed in that Hankow is the coming model settlement of China that we cannot afford to ignore any of its entrances upon the stage of publicity. Lately, it would seem by the columns of the *Hankow Daily News*, it has been demanding public interest in its municipal management; that is to say, for the municipal affairs of the British concession at Hankow. One very able correspondent criticizes the rental assessment, as the basis of the amount of house tax each ratepayer is called upon to pay. It appears to have been raised lately, but the criticism referred to appears to be somewhat more coherent than the inevitable grumble following such incident. Demanding as bare justice a generally equitable ratio, the critic calls attention to the unfairness evident when comparing rating on values and on rentals. Instances are given which would not be informative if reproduced here, and it may be sufficient if the gist of the complaint be deduced from the following quotation:

Broadly speaking the rule appears to be that if it is a fine building on the bund, or other leading thoroughfare, belonging to some wealthy firm or corporation then it shall be assessed at a mere fraction of what the resident to a rented house in a back street has to pay proportionately. Since more money is wanted the best method

would be to obtain it from those who can best afford it. Let the house and godowns be assessed at the same rate proportionate to value as the smaller houses and the revenue problem would be immediately solved, while an act of simple justice would be done which has been too long delayed. But the members of the council live in Hong.

What looks very like an inspired argument appears in our *Hankow contemporary* on this point. It goes over, patiently and thoroughly, the well-known theories or processes of assessing real values. Prime cost is easily shown to be no fair criterion, but the argument that rental value is an absolutely true index fails, as might be expected.

We cannot accept prime cost as any index of real value, but contend that rental value is an index, as it includes all elements of value and this we would demonstrate by the following illustrations. Suppose, for the sake of argument, that by some early rights one had been permitted to erect in a convenient position on the bund a small but shed which would be of extreme value to some shipping or other firm. The original cost of that might be 10 taels and for it one would perhaps receive 100 taels a month. On the other hand one might build a house at the back of the Concession which would cost 2,000 taels and yet only receive 10 taels a month. Taking the taxation at 10 per cent, it would be obviously based on false principles for one man to pay one tenth of what the other man paid when their rental value was the same would be absurd. Take another case; suppose a man with very luxurious and extravagant ideas were to build a house of marble and other costly materials at a cost of 10,000 taels, and he died insolvent, and the house was sold for 10,000 taels, it would be obviously unfair to tax the new occupant on the original cost. The practice of selling property on the basis of 10, 15, or 20 years purchase of the rental value with modifications governed by the condition of repair is another demonstration of the principle.

In the case of railway stations, for instance, where there can be no gauge of rental, one method is seen to be as useless as the other, though their initial cost is taken into account. Always, however, the community has to fall back upon the business acumen and public spirit and integrity of its assessors; and Hankow, like every other place in the ratepaying world, must trust these important officials, and make due allowance for the difficulty of their duty. It is not for us, or anyone else to criticise in such a matter.

There is another point raised by our contemporary's correspondent with which, as residents in a Colony that has profited greatly by encouraging the settlement of Chinese amongst us, we are more in sympathy. It appears that the British Municipal Council of Hankow discourages Chinese settlers.

When the extension was obtained it was understood that this would be allowed. Under article XXI of the Land Regulations it is provided that: "The Municipal Council is empowered to issue, subject to the approval of H. B. M. S. Council, a license in each case, permits to build houses and godowns for Chinese occupation upon the land West of the Poyang road. At the outset the Council of the day took advantage of this empowerment, and Chinese shops and houses are to be found at each end of the Poyang road in consequence. But the present Council refuses to grant such permits and thereby inflicts a serious injury on several sections of the community. First, on those who bought land on the extension, and had it raised at great expense, on the faith that it could be utilized for this purpose. They sunk their capital in what was originally a series of water holes, and there it remains, and is indefinitely as long as this attitude of the Council is maintained. It may, or may not, be a wise policy to keep this land vacant for the benefit of the British merchant of the good time coming which never seems to arrive. Is it fair, however, that this should be done at the expense of the deluded investor in back concessions? I think not. A similar injury is inflicted in every ratepayer by the Council's policy. It is evident that if money is taken from the ratepayer which the Council could readily obtain from other sources, the ratepayer is to that extent the loser. Now, were more of the extension occupied with Chinese houses the revenue would be vastly increased. For example: on the Taiping Road there are two adjacent lots Nos. 88 and 90, occupied by Chinese. Their united area amounts to no more than that of one lot on the old concession, and yet they yield a house tax revenue equal to that derived from all the houses and godowns on half the land.

The Chinese exclusion policy is further demonstrated by the fact that the land follows the common saying has it that the land follows the flag; that is, it follows the people who carry the flag. At present the people are going down to German town, but were the British extension open its superior advantages would lead them to congregate there. Supposing then that it could be filled with the better class of Chinese shops, houses and warehouses—and it is only the large establishments and the well-to-do who could afford to come—the volume of trade carried on from the British concession would be vastly increased. This import trade, another item of revenue, would also rapidly expand. The outcry against the presence of Chinese in foreign settlements is, from the business point of view, an exceedingly foolish one. Each party benefits from the presence of the other. The Chinese prosper on account of the foreign protection, and the foreigners thrive on the business they bring.

The position could not be better expressed, if argument on argument were multiplied. The Council, evidently sufficiently cautious already, could encourage rapid extension without permitting congested areas to occur as they occurred in Hongkong. We need not waste sympathy on the speculators who reckoned on a line of policy that has not been followed, but on public grounds, the enhancement of needed revenue, the cultivation of trade, and the keeping in the van of what should be the premier settlement, it seems to us that the Municipal Councilors might do worse than reconsider their attitude toward this question. Our contemporary does not deal with this part of the criticism, so far as

we have observed; but if the Municipal Council has further arguments we have overlooked, so also have they who believe in encouraging native settlers. But we have quoted and said enough to give an inkling of the position of affairs at the river port, which is all we set out to do.

The German Mail of the 21st November was delivered in London on the 20th inst.

Wednesday the 25th instant, Thursday the 26th, and Wednesday and Thursday, January 1st and 2nd, will be kept as public holidays in Hongkong.

It is notified in the *Gazette* that the Police Magistrate's Department shall be excluded from the operation of the Public Holidays Ordinance, 1875, on Thursday, December 26th.

Amendments to the rules regulating the conduct of examinations for certificates of competency in the Mercantile Marine appear in the current *Gazette*.

The American Consulate received the telegram quoted below from the Manila Observatory at 6 p.m. on Friday: "December 21, 1907: 5 p.m. Typhoon seems to have been filling up since yesterday."

The rate of postage and insurance payable on parcels addressed to Kiangtsehou will, from 1st January, be for the former 75 cents to 11lbs, and on the latter insurance fee for every \$120 or 300 francs, 2 cents. The limit of size of parcels will be 2 ft. by 2 ft. by 2 ft., and the limit rate of insurance \$5.00.

The offices of the Supreme Court (subject to the provisions of Section 5 of the Supreme Court (Vacation) Ordinance, 1878), will be open daily from 10 a.m. to 1 p.m. during the Christmas Vacation which commences on the 24th instant and terminates on the 1st January, 1908, except on public holidays when the Office will be entirely closed.

The following appointments, made by H. E. the Governor, are published in the *Gazette*: Colonel H. Martin, A.M.S., to be a member of the Sanitary Board in succession to Lt. Col. J. M. Reid, R.A.M.C., resigned; Messrs. E. D. C. Wolfe, Inspector of Schools, and S. E. C. Rose, Assistant Land Officer, to be members of the Board of Examiners, vice Messrs. T. O. Smith and A. M. Thomson, resigned; Mr. E. Osbourne to be a judicial member of the Legislative Council in place of Mr. Gershom Stewart.

WHAT HONGKONG SAYS.

The Manila Cable news replies under the above heading:

Hongkong and Manila are sisters now. The Merchants' Association, the Carnival Association, and the press of this city working in perfect harmony have produced this feeling. The "Hongkong Daily Press" in an editorial devoted to the best spirit news rampant in Manila pays this city tribute which is doubly sweet since it comes from over the sea. But there is just one drop of Marsh in the draught.

The paper asks: "What about that eight pesos tax on aliens? Does one of us British, Japanese, Chinese, or other, who happen to mingle with the merry mob at the first Philippine Carnival, are we to be welcomed as friendly guests or taxed as alien intruders? Does Manila want us, or only our money? We are not from Manila, but we want to know."

That is a good question, but we want to know. Association answered it by a cable to Tientsin and to three correspondents in Washington to help get that very tax abolished no longer ago than last week. If that iniquitous measure were a Philippine tax it would come off before the sun sets this evening. Everything and anything that would tend to set back or hold back a single visitor from Manila during the Carnival if power were swept from the statute books if Governor General Luna to the two on the street is behind this Carnival and everybody including the individuals we have mentioned are rooting for it.

As for wanting our British consuls more than we want right poster there is no doubt about it in our minds and we think very little in theirs. We want to get them here and show them around the city, we want to tell them of the rich lands in the provinces we want to demonstrate to them that an enterprising Englishman can do better here than he can in Hongkong—make more money here, make it easier, and make it quicker than anywhere on earth. We also believe that the more men engaged in making money the more money there will be to make.

That is our platform and on its solid pillars the hope of our greatest rests. Now down anybody believe that we would prefer eight plasters or men? Every one who comes to these shores in the guise of a respectable person is a prospective good citizen, and while we won't kidnap him or us, violence to detain him, we will show him the advantages we can offer, the ease with which he can become a factor in the development of this rich and favored archipelago.

In conclusion, we have not utterly lost faith in Congress, and firmly believe that before the opening of Carnival week we shall be able to inform our neighbors over the way that the objectionable head tax has been wiped off the slate and the unkind insinuation, that we want their money and not them, will no longer be apropos.

LATEST STEAMER MOVEMENTS.

The T.K.K. str. *Hongkong Maru* having been delayed by weather and tide at Shanghai, will not arrive in Hongkong until Tuesday, Dec. 24th at about 6 a.m. and will sail at once for Manila.

The N.Y.K. str. *Kanigawa Maru* (European Line) left Shanghai for this port on the 20th inst., and is expected here to-day.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Manila for this port on the 21st inst., and is expected here to-day.

The N.Y.K. str. *Yasuda Maru* (Australian Line) left Nagasaki for this port on the 20th inst., and is expected here to-morrow.

The N.Y.K. str. *Bingo Maru* (European Line) left Singapore for this port on the 20th inst., and is expected here on the 23rd inst.

The L.G.M. str. *P. E. Friedrich* which left here on Wednesday, the 15th inst., arrived at Shanghai on Saturday, 21st inst., at 1 p.m. The P.M. str. *China* which left this port on 23rd ult., arrived in San Francisco on 19th inst.

TELEGRAMS.

[REUTERS' SERVICE.]

CANADA AND JAPAN.

London, December 19th.

Sir Wilfrid Laurier, in the House of Representatives, said that he had every reason to believe the mission of Mr. Lemieux had reached a satisfactory termination, and added that he believed the Japanese Government had acted in good faith, but the understanding regarding restricted immigration had been evaded by enterprising parties. The remedy was legislation by Japan, not by Canada. Sir Wilfrid Laurier also said that the immigration of Japanese and Chinese could not be treated in the same way. Japan was an ally of the Motherland and conceded important trade privileges to Canada. It was necessary to withhold a complete statement until the return of Mr. Lemieux.

THE CRUISE OF THE UNITED STATES FLEET.

London, December 19th.

It is stated in New York that Admiral Evans, after the fleet had sailed, announced that it would return via Suez. The New York Press is heatedly discussing whether the ships are as efficient as they are supposed to be.

SIR EDWARD GREY AT BERWICK.

London, December 20th.

Sir Edward Grey speaking at Berwick, said that Germany was embarking on a large naval programme; he did not complain, but if other nations increase their navy, we will undoubtedly have to increase ours. Little had been heard of the Japanese alliance in recent years for the reason that the Japanese were peacefully occupied in consolidating and developing their own country. The agreement with France and Russia rendered the objects of the Anglo-Japanese alliance more secure than ever because they proved that other nations recognised those objects as compatible with their own interests in the Far East.

STRIKE OF COAL HANDS AT PORT SAID.

London, December 20th.

Lloyds at Port Said report a strike of coal heavers to have begun and to be spreading to the colliers. There is now a general and considerable delay to steamers.

NEW BAYONET FOR THE BRITISH ARMY.

London, December 20th.

It is expected that the Army Council will adopt the Japanese bayonet, a weapon three inches longer than the British, and one which was terribly effective in Manchuria.

B. H. K. Y. C.

The third Club Race, twice postponed, was sailed off yesterday, Sunday 22nd inst., in a fresh North Easterly breeze; Conna, Channel Rocks, Kowloon Rocks, Meyer's East buoy, twice round, in the Championship Class "Alannah," "Vernon" and "Ailsa" crossed the line practically on even terms. "Dione," apparently not sailing well, was outdistanced until after Blackhead's Point was reached, but standing well into Kowloon Bay, she gained considerably, and before the Dock Point was passed had overtaken the other boats, but it was a willing race to the Rocks. "Ailsa," sailing better than before this season, just passed "Vernon" before the mark was reached which was rounded by "Dione" 1st, "Ailsa" 2nd, and "Vernon" 3rd, all within a few seconds of each other. This order was maintained round the Kowloon Rocks. "Ailsa" was the race to Meyer's buoy, "Vernon" passed "Ailsa" and a steamer was made fast to the buoy with a rope to the sea bollard, which prevented the boat using this mark, so they made use of the Corinthian Club's Mark boat which was hard by. "Dione" rounded about 30 seconds ahead of "Vernon," "Ailsa" 3rd close up. On the 2nd beat to Channel Rocks "Vernon" drew up on "Dione" and at the rocks was only a few seconds astern of her. In rounding "Dione" touched the submerged portion of the Rock, which allowed "Vernon" to take the lead, while "Ailsa" had fallen back somewhat and rounded nearly a minute behind the others. At Kowloon Rocks "Dione" and "Vernon" were together, but on the reach to Meyer's buoy, "Vernon" gained and rounded the Corinthian Club Mark boat, slightly ahead. On the last home "Vernon" was badly interfered with by L.M.S. "Wat-wat," which vessel was coming in this allowed "Dione" an opportunity to take the lead once more, but "Vernon" crossed the line nearly a length ahead, "Ailsa" being 3rd about 45 seconds astern.

In the one-design class the following boats started:—"Bonito" (Mr. H. W. Bird), "Colleen" (Hon. Mr. H. E. Pollock, K. C.), "Kathleen" (Captain Walker, R. E.), and "Min" (Mr. E. B. Shepherd). "Min" and "Colleen" were first across the line, being closely followed by "Kathleen" and "Bonito." Off Blackhead's Point "Colleen" secured first place from "Min" and remained first till the end of the race. On the last up to the Dock Point "Kathleen" passed "Min" who never retrieved her lost position, and the two leading yachts "Colleen" and "Kathleen" kept on increasing their lead from "Min" and "Bonito." There was a good, but rather puffy breeze, varying between N.W. and E. throughout the race. "Colleen" arrived home a few minutes after two o'clock and over three minutes ahead of "Kathleen" who passed the winning post several minutes ahead of "Min" and "Bonito."

LOCAL SPORTS.

CRICKET.

H.K.F.C. "A" v. ARMY STAFF.
The match between these teams, which took place on the ground of the Hongkong Cricket Club on Saturday, ended in a drawn game, the scores and analyses being:—

HONGKONG C.C. "A."		ARMY STAFF.	
Sgt. Fowler, c. Shute, b. O'Neill	5	Sgt. Fowler, c. Shute, b. O'Neill	5
Sgt. Leathes, c. Warner, b. O'Neill	10	Sgt. Leathes, c. Warner, b. O'Neill	10
A. A. Clayton, l.b.w., b. Steele	5	A. A. Clayton, l.b.w., b. Steele	5
S. S. Logan, c. Ranking, b. O'Neill	1	S. S. Logan, c. Ranking, b. O'Neill	1
Capt. Kriekenback, c. Ranking, b. O'Neill	63	Capt. Kriekenback, c. Ranking, b. O'Neill	63
T. C. Gray, b. Steele	1	T. C. Gray, b. Steele	1
A. M. David, c. Fowler, b. Steele	0	A. M. David, c. Fowler, b. Steele	0
J. H. Chalmers, c. O'Neill, b. Shute	0	J. H. Chalmers, c. O'Neill, b. Shute	0
H. H. Taylor, c. Steele, b. Shute	2	H. H. Taylor, c. Steele, b. Shute	2
J. W. Taylor, not out	25	J. W. Taylor, not out	25
Extras	5	Extras	5
Total	174	Total	174

Q.M.S. GILLY, c. Shute, b. Stanger Leathes		ARMY STAFF.	
Sgt. Warner, c. Shute, b. Stanger Leathes	3	Sgt. Warner, c. Shute, b. Stanger Leathes	3
Cpl. Shute, b. Stanger Leathes	0	Cpl. Shute, b. Stanger Leathes	0
Sgt. Steele, b. Stanger Leathes	0	Sgt. Steele, b. Stanger Leathes	0
Comdr. O'Neill, b. Fowler	1	Comdr. O'Neill, b. Fowler	1
Capt. Ranking, c. Chalmers	25	Capt. Ranking, c. Chalmers	25
Cpl. Warner, not out	16	Cpl. Warner, not out	16
Cpl. Tumbly, c. Chalmers	0	Cpl. Tumbly, c. Chalmers	0
Sgt. Graham, c. Chalmers	0	Sgt. Graham, c. Chalmers	0
Pte. Chas. not out	9	Pte. Chas. not out	9
Pte. Holdaway did not bat	0	Pte. Holdaway did not bat	0
Extras	22	Extras	22
Total	108	Total	108

HONGKONG C.C. "A" TEAM.		ARMY STAFF.	
Sgt. Leathes, c. Shute, b. O'Neill	5	Sgt. Leathes, c. Shute, b. O'Neill	5
Sgt. Fowler, c. Shute, b. O'Neill	1	Sgt. Fowler, c. Shute, b. O'Neill	1
Chalmers, c. O'Neill, b. Shute	0	Chalmers, c. O'Neill, b. Shute	0
Gray, c. O'Neill, b. Shute	1	Gray, c. O'Neill, b. Shute	1
Extras	6	Extras	6
Total	12	Total	12

CIVIL SERVICE v. ROYAL ARTILLERY.		ROYAL ARTILLERY.	
Lt. Lacey, c. Brien, b. Hutchinson	58	Lt. Lacey, c. Brien, b. Hutchinson	58
Sgt. James, c. Brien, b. Hutchinson	6	Sgt. James, c. Brien, b. Hutchinson	6
Sgt. Hall, b. Hutchinson	4	Sgt. Hall, b. Hutchinson	4
Lt. Lacey, c. Brien, b. Hutchinson	4	Lt. Lacey, c. Brien, b. Hutchinson	4
C. S. M. Owen, not out	32	C. S. M. Owen, not out	32
Lt. Dowd, not out	12	Lt. Dowd, not out	12
Sgt. Whitworth, c. Brien, b. Hutchinson	0	Sgt. Whitworth, c. Brien, b. Hutchinson	0
Extras	9	Extras	9
Total	127	Total	127

This match was played at Happy Valley on Saturday and ended in a draw, the scores standing:—

ROYAL ARTILLERY.		CIVIL SERVICE.	
Lt. Lacey, c. Brien, b. Hutchinson	58	Lt. Lacey, c. Brien, b. Hutchinson	58
Sgt. James, c. Brien, b. Hutchinson	6	Sgt. James, c. Brien, b. Hutchinson	6
Sgt. Hall, b. Hutchinson	4	Sgt. Hall, b. Hutchinson	4
Lt. Lacey, c. Brien, b. Hutchinson	4	Lt. Lacey, c. Brien, b. Hutchinson	4
C. S. M. Owen, not out	32	C. S. M. Owen, not out	32
Lt. Dowd, not out	12	Lt. Dowd, not out	12
Sgt. Whitworth, c. Brien, b. Hutchinson	0	Sgt. Whitworth, c. Brien, b. Hutchinson	0
Extras	9	Extras	9
Total	118	Total	118

KOWLOON v. MIDDLESEX RGT.
Played at Happy Valley on Saturday, this match ended in a win for the Kowloon team by 2 wickets and 53 runs. Scores and analyses are:—

MIDDLESEX.		KOWLOON.	
Major Stevenson, c. Dixon, b. McKell	2	Major Stevenson, c. Dixon, b. McKell	2
Sgt. Harford, c. Shute, b. McKell	30	Sgt. Harford, c. Shute, b. McKell	30
Cpl. Roberts, c. McKell	23	Cpl. Roberts, c. McKell	23
Pte. Barton, b. Dixon	8	Pte. Barton, b. Dixon	8
M. MacDonald, b. Dixon	0	M. MacDonald, b. Dixon	0
Cpl. Miller, run out	5	Cpl. Miller, run out	5
Pte. Boffe, run out	4	Pte. Boffe, run out	4
Cpl. Heather, c. Harrop, b. Dixon	4	Cpl. Heather, c. Harrop, b. Dixon	4
Cpl. Sharpe, not out	1	Cpl. Sharpe, not out	1
Pte. Miles, c. Harrop	3	Pte. Miles, c. Harrop	3
Sgt. Munro, c. Robinson, b. Harrop	0	Sgt. Munro, c. Robinson, b. Harrop	0
Extras	4	Extras	4
Total	73	Total	73

KOWLOON.		MIDDLESEX.	
S. Lightfoot, b. Barton	2	S. Lightfoot, b. Barton	2
J. Robinson, c. Shute, b. McKell	32	J. Robinson, c. Shute, b. McKell	32
W. Dixon, c. Roberts, b. Shute	12	W. Dixon, c. Roberts, b. Shute	12
J. Clelland, l.b.w., b. Shute	0	J. Clelland, l.b.w., b. Shute	0
M. MacDonald, c. Miles, b. Cpl. Miller	39	M. MacDonald, c. Miles, b. Cpl. Miller	39
H. Harrop, b. Cpl. Miller	0	H. Harrop, b. Cpl. Miller	0
J. Moxley, not out	0	J. Moxley, not out	0
C. Libaud, b. Cpl. Miller	4	C. Libaud, b. Cpl. Miller	4
H. Clements, c. Miles, b. Shute	25	H. Clements, c. Miles, b. Shute	25
J. Jeffries and F. O. Day did not bat	6	J. Jeffries and F. O. Day did not bat	6
Extras	6	Extras	6
Total for 8 wickets	129	Total for 8 wickets	129

KOWLOON.		MIDDLESEX.	
Dixon	12	Dixon	12
McKell	10	McKell	10
Harrop	2	Harrop	2
Total	24	Total	24

FOOTBALL.

HONGKONG FOOTBALL CLUB v. H.M.S. "TAMAR."

POLLARD'S LILLIPUTIAN PLAYERS.

The more one sees of Pollard's Lilliputians, the more one recognises the aptness of their folk-name. Swift's Lilliputians were not juveniles, but little adults, whose manners and habits were a satirical reflex of the subjects of the first George Rex. Pollard's Lilliputians are children, but their performance is anything but childish. To the original Lilliputians, Gulliver appeared a giant; it is a temptation to speculate how the grown-ups who applaud them appear to these cleverly trained children, to whom adult mannerisms, adult emotions, adult ways, seem to be an open book. We acquit them of conscious, deliberate satire; but again under a feeling that there is something, unconscious though it be, going on at the stage before us that is dangerously near to biting satire. That shrill of a maiden who portrays—we are discussing the opening performance of the "Belle of New York" on Saturday night—who portrays the woman many times divorced, how are we to regard her? Whence comes that cynicism, that air of wide experience, that amazing air of knowing all about it that now and again makes us shrink, like the father in Austen's "Vice Versa," until we lose the Gulliver outlook and imagine it is a full blown actress of mature years and experience we are watching? Did we ever burst a pair of gloves and acquire such aching sides, with such a feeling of equality, of rapport, when laughingly applauding a comedian of the size of Harry Cole (say) as we do when the elder Bronson amuses us? Do we remember, observing the flirtations "Fifi," her arch coquetry, or her pathetic renunciation in favour of the demure and all-conquering "Belle," that she is a mere child in years? We do not. We cannot help ourselves. We "forget it," as the irresistibly funny little Bowery boy bids us. Only now and then the undeniably young voices remind us of actualities, and the constant feeling of surprise, that "such small heads can carry all they know," to paraphrase a well known line of Gray's, but adds to the charm and fascination of the performance. No amount of verbal description could carry conviction; this unique crowd of performers must be seen to be believed, and they cannot be seen, once, as on Saturday night, without being believed in. Yet it is not the compelling admiration obtained by cunningly trained animals—far from it. Training, patient, able, arduous, long continued, there must have been, to account for the stage craft, the precision of movement, the admirable "business" but it is not merely a miracle of performing that we see. Behind and within all this product of drill there is an amazingly precocious intelligence, a weirdly subtle appreciation of all the features and demands of the work in hand, that leaves us still amazed and still admiring. The temptation is to adopt the theory of the auditor who always solves things simply, even the tricks of conjurers and magicians. "They're not so young as they pretend to be," says he, "don't tell me they're children." Against that solution, however, is the easily ascertainable fact that they are children, many of them practically of nursery age. As devoted parents we shudder at the sudden suspicion that perhaps all Australian children are born with adult brains, but Mr. Pollard, appealed to, laughs this away. "Oh the stage," he assures us, "you couldn't tell 'em from your own. They're as fond of dolls and candy as they ought to be." So we reluctantly abandon the problem, and determine to see as many of their performances as we conveniently can. It remains only to add that the setting of their plays gets more scrupulous attention to fine detail and broad effects than does that of many an adult company, the dresses and other accessories leave nothing to be desired. The whole thing is beyond praise, and to both big and little who have not yet been to see, it cannot be too warmly recommended.

AMENDED REGULATIONS.

The following regulations made by the Governor-in-Council have been cancelled, and those appearing hereunder substituted in their stead:

Regulation No. 6 in relation to petroleum in cases now reads:—"6. If the declaration made by the Master under Rule 4 shows that the cargo on board his vessel consists of naphtha or naphtha products, the Harbour Master shall satisfy himself that the oil is so packed in strong hermetically sealed metal drums commonly known as 'Insurance Drums' (each containing not more than 10 gallons) (such drums being so filled as to leave an air space equal to at least 1/20th the capacity of each drum, so as to allow room for expansion of the liquid consequent upon changes of temperature), that it may be safely transported by water and land, and upon being so satisfied may give permission for the vessel either to discharge such cargo in one of the prescribed dangerous goods anchorages or to proceed to one of the prescribed wharves and there deliver the oil to the person authorised to receive the same. Before giving such permission the Harbour Master may require the Master of the vessel to procure a report from the Government Analyst as to the nature of the oil. Every lighter, cargo boat, or other vessel, when being used for the purpose of conveying naphtha in the waters of the Colony in quantities of more than 50 gallons, shall carry a box or tank containing not less than 100 lbs. of dry sand in such a position as to be immediately available at all times."

Under sections 25 (4) and 42 of the Merchant Shipping Ordinance, 1899, regulation No. 2 has been altered, to read:—"2. Foreign Soldiers or Sailors shall not be landed in the Colony in numbers exceeding one hundred from any ship or transport for purposes of recreation without the permission of the Governor obtained through the Consul or Officer of the country to which such soldiers or sailors belong."

EVOLUTION OF HONGKONG.

[Written for the Hongkong Daily Press.]

(Continued from last Monday)

XIII.

The trade of the continental nations at the time was comparatively small; Germany as a Power did not yet exist, and most of the consuls for the continental Powers were themselves merchants, often interested in avoiding payment of duties themselves; and the British merchant found himself occasionally taken at a disadvantage by the stringency with which his Consul, so far as lay in his power, kept his nationals under restraint. This system could not go on for ever, but no one foresaw the remedy. In 1853 Shanghai was captured by a party of rebels, more or less in sympathy with the Taipings, then ravaging the empire, and the officials connected with the Custom House—one and all disappeared; the rebels had neither interest nor desire to stop the regular trade, while the native merchants distrusted of the future were more than ever anxious to sell the goods in their possession. The foreign consuls refused to recognise the rights of the rebels to collect the Imperial dues, so that there was no one to clear the ships. Under the circumstances Mr. A. Terwards, in Rutherford Alcock proposed to the French and American consuls that the Consuls should step in, and each for his own nationals collect the duties on behalf of the Chinese non-existent government, and clear the ships. The duties, now for the first time collected in full and kept proper account of, were not paid in cash, but by means of promissory notes to be met when the government concerned approved of the temporary step; as the government did not hold that a non-existent government was entitled to any dues, and there were difficulties in disentangling the accounts of the various nationalities, the promissory notes were eventually returned cancelled.

The rebel hold of the city was loosening, and the titular tactful found his way back in February 1854, and at once began collecting duties on behalf of his government. The new tactic had formerly been a long merchant at Canton, and commenced his collection in the manner he had been accustomed to down there, by making private arrangements all round. Mr. Alcock remonstrated, but to little account, so in conjunction with his two colleagues of France and the United States it was determined to compel the tactical to place the collection entirely under foreign control. Alcock proposed a Foreign Inspector with two foreign subordinates, and named a Frenchman, curiously named Smith, as first Inspector. The new tactic on the scheme being presented to him, proposed instead that three Inspectors of equal rank should be appointed, each of the three consuls naming one, and this was accepted, the three commissioners named being: Wade, British; Carr, American; and Smith, French. In the course of a few months it was found more practical to consolidate the functions, and Mr. H. N. Lay, at the time Interpreter to the British Consulate was selected as Inspector General. So without flourish of trumpets, and almost in the ordinary sequence of events, came into the world the vast concentrated department of the Inspectorate General of Chinese Maritime Customs, which more than anything else had acted for good or evil to prolong the life of the Chinese Empire which was at the time of Lay's appointment tottering, it may fairly be said, in artionis moribus. The appointment was confirmed by the Chinese Government, and Lay left the British service, holding his new office directly under the Chinese Crown, and only resigning it in 1863 under circumstances connected with the refusal of that Government to ratify his arrangements with regard to the Obarna Flotilla, when his lieutenant, at the time Acting Inspector General, succeeded him, and continued to hold the office to the present day.

Meanwhile it is instructive to note that the former importance of Canton, the head quarters of external trade in China, to a considerable extent returned: there was more than one good reason for this. Owing to one blunder after another on the part of Sir Henry Pottinger after the conclusion of the Treaty of Nanjing, and of his successor in the Superintendency of Trade, Sir J. Davis, Chinese trading vessels were officially prevented from going to Hongkong, except under impossible conditions, so impossible that for years not a single trading vessel attempted to avail of them, while the Hongkong Harbour authorities had order to prevent junks unless they should produce the official authorization entering the harbour. Hongkong itself, a rugged island peak, scarce thirty miles in area, afforded no productions of any sort to found a basis for trade, and deprived thus of the one qualification that in the opinion of a large and important section of the Free-Trade party had rendered its acquisition desirable, it seemed in the eyes of many a useless burden on the Empire.

Another reason, in part a consequence of the former, was the natural conservatism of the Chinese which induced them to still follow the old trade routes from the interior, the mere especially as the Canton authorities were astute enough to keep them open, so that the merchant bringing down tea or silk knew exactly how much he had to pay, and was able to contract beforehand, while on the less explored routes he was at the mercy of every obstructive official. The vastly larger trade coming in Canton at this period ceased to become the arbiter of the Foreign exchanges so that merchants were able to arrange their currency, always fluctuating owing to the want of any exactly defined medium; concurrently with their sales or purchases.

Though outside the factories, the liberties of the residents were much restricted, being practically confined to rowing on the river, with occasional short walks about the island of Honam or the Fat gardens, on the whole the local authorities had learnt, unless at intervals when

some particularly truculent individual attempted to stir up the feelings of the mob, to let the residents alone, so that social life, although more or less of the prison type, became not only bearable, but even to a certain extent enjoyable;—so much so in fact that for long the older residents used to speak of their time as the most enjoyable period of their lives. There was no obstruction placed in the way of access to Hongkong or Macao, and all the large establishments had their fast and often luxuriously fitted boats in which they could take themselves away from their confinement to enjoy cooler air and more agreeable surroundings of the other place. Practically, till the opening of the Yungtze River, Canton continued the head quarters of the foreign trade of China.

But what of Hongkong?—It was the official seat of the Superintendent of Trade; it was the terminus of the mail steamers which once a month brought letters and news from Europe; it was the head quarters of a small military garrison, as well as of the Fleet kept there to afford protection to British trade in the Far East. Incidentally it was a British Colony; a sort of left-hand child of the Colonial Office scarcely recognised, as having been born out of due course; and as such requiring according to custom a Governor. It was handed over to the tender mercies of the Superintendent of British Trade as its foster parent. By the Cobdenite section of the Cabinet it had been earmarked as a dumping ground, whereon our merchants like those of old described by Pliny were to place their cargoes, when if the Seres approved of the venality, they might remove them at their leisure. Sir Henry Pottinger had wrecked this part of the programme, through the will of Kiating; but the alternative of making Hongkong a great trading port had not yet occurred to the most sanguine.

Still from its mail facilities, from its already being in communication with Shanghai, as well as from its being the central spot whence the Superintendent despatched his orders to the Consuls at the various ports, the great houses kept here from an early period their head quarters, and the instant the mail steamer arrived, orders were sent by fast sailing boats or schooner, on in later days by private express steamers, to their several agents at the open ports. Various extrinsic circumstances brought accessions to the colony. It became to a small extent a place of refuge from the swarms of the Taipings rebels; it was immensely aided by the gold discoveries in California, and rendered material aid in men and materials to the building of San Francisco, whose earliest buildings were modelled on colonial patterns. For a short time it was also intimately associated with the infamous-Coolie Trade, from which, however with the approbation of the British residents it almost immediately withdrew.

With all these windfalls, on the arrival of Sir George Bonham in 1843 the Colony, which had drawn heavily on the British Exchequer, was practically bankrupt.

(To be continued next Monday.)

HONGKONG JOCKEY CLUB RACE MEETING.

FIRST DAY.

Tuesday, 11th February, 1908.

1.—THE WONG-NEE-CHONG STAKES.—Value \$200. Second to receive \$100, and Third \$50. For China Ponies, Subscription Grifflins of this Season 1907-1908. Weight for inches as per scale. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance \$10. Half a Mile.

2.—THE VICTORIA STAKES.—Value \$500. Second to receive \$150, and Third \$50. For China Ponies. Weight for inches as per scale. Bona fide Grifflins on date of entry allowed 5 lb. Subscription Grifflins of this Season 1907-1908 allowed 10 lb. Entrance \$10. One Mile.

3.—THE VALLI STAKES.—A Sweepstakes of \$10 each with \$300 added. Winner to receive 70 per cent; Second 20 per cent; and Third 10 per cent. For China Ponies, Subscription Grifflins of this Season 1907-1908. Weight for inches as per scale. Three quarters of a Mile.

4.—THE HONGKONG GRIFFIN STAKES.—Value \$400. Second to receive \$150, and Third \$50. For China Ponies. Weight for inches as per scale. Bona fide Grifflins on date of entry allowed 5 lb. Subscription Grifflins of this Season 1907-1908 allowed 10 lb. Entrance \$10. Two Miles.

5.—THE MAIDEN STAKES.—Value \$500. Second to receive \$150, and Third \$50. For China Ponies, bona fide Grifflins on date of entry. Weight for inches as per scale. Subscription Grifflins of this Season 1907-1908 allowed 10 lb. Entrance \$10. From the Two Mile Post Once Round and in.

6.—THE FISHCROW CUP.—Value \$400. Second to receive \$150, and Third \$50. For China Ponies. Weight for inches as per scale. Subscription Grifflins of this Season 1907-1908 allowed 10 lb. Entrance \$10. From the Two Mile Post Once Round and in.

7.—THE TRIAL PLATE.—Value \$500. Second to receive \$150, and Third \$50. For China Ponies, bona fide Grifflins on date of entry. Weight for inches as per scale. Subscription Grifflins of this Season 1907-1908 allowed 10 lb. Entrance \$10. From the Two Mile Post Once Round and in.

8.—THE GARRISON CUP.—Presented by the Officers of the Garrison. Second to receive \$100, and Third \$50. For China Ponies, Subscription Grifflins of this Season 1907-1908. Weight for inches as per scale. Bona fide Grifflins on date of entry allowed 5 lb. Subscription Grifflins of this Season 1907-1908 allowed 10 lb. Entrance \$10. From the Two Mile Post Once Round and in.

9.—THE LUXURY CUP.—Presented by the Members of the Club. Second to receive \$100, and Third \$50. For China Ponies, bona fide Grifflins on date of entry. Weight for inches as per scale. Subscription Grifflins of this Season 1907-1908 allowed 10 lb. Entrance \$10. From the Two Mile Post Once Round and in.

10.—THE PRINCE OF WALES CUP.—Value \$500. Second to receive \$150, and Third \$50. For China Ponies, bona fide Grifflins on date of entry. Weight for inches as per scale. Subscription Grifflins of this Season 1907-1908 allowed 10 lb. Entrance \$10. From the Two Mile Post Once Round and in.

11.—THE RACING STAKES.—Value \$400. Second to receive \$150, and Third \$50. For China Ponies, Subscription Grifflins of this Season 1907-1908. Weight for inches as per scale. Unplaced Runners and Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. Allowances accumulative. Entrance \$10. Five Furlongs.

SECOND DAY.

Wednesday, 12th February, 1908.

1.—THE PRINCE OF WALES CUP.—Value \$500. Second to receive \$150, and Third \$50. For China Ponies, bona fide Grifflins on date of entry. Weight for inches as per scale. Subscription Grifflins of this Season 1907-1908 allowed 10 lb. Entrance \$10. From the Two Mile Post Once Round and in.

2.—THE EXCHANGE PLATE.—Value \$1,000. Presented by the Bankers and Exchange Brokers of Hongkong. Second to receive \$150, and Third \$50. For China Ponies. Weight for inches as per scale. Bona fide Grifflins on date of entry allowed 5 lb. Subscription Grifflins of this Season 1907-1908 allowed 10 lb. Entrance \$10. From the Two Mile Post Once Round and in.

3.—THE HONGKONG DERBY.—A Sweepstakes of \$10 each with \$1,500 added. (Half Forfeit if declared on or before day of closing entries.) For China Ponies, bona fide Grifflins on date of entry. First Pony to receive 70 per cent; Second 20 per cent; and Third 10 per cent. Weight for inches as per scale. One Mile and a half. (Nominations to close to the Clerk of the Course at the Hongkong Club House on Saturday, 23rd December, 1907.)

4.—THE GERMAN CUP.—Presented by Members of the Club. Second to receive \$100, and Third \$50. For China Ponies, Subscription Grifflins of this Season 1907-1908. Weight for inches as per scale. Entrance \$10. One Mile and a quarter.

5.—THE CHALLENGER CUP.—Value One hundred Guineas. For China Ponies. A forced entry of \$10 each, but optional to China Ponies Subscription Grifflins of this or previous Seasons. Weight for inches as per scale. To be won two years consecutively by a Pony or Ponies the bona fide property of the same owner or owners. Winner to receive \$30 and 70 per cent. Second \$100 and 30 per cent, and Third \$50 and 10 per cent of the Entrance Fee. On all the Cup is finally won, when the Second Pony will receive 75 per cent, and the Third Pony 25 per cent of the Entrance Fee. One Mile and three quarters.

6.—THE NIPPON CUP.—Presented by the Officers of His Majesty's Fleet. Second to receive \$150, and Third \$50. For China Ponies, Subscription Grifflins of this Season 1907-1908. Weight for inches as per scale. Winner of the German Cup 10 lb. Other Winners 7 lb. extra. Entrance \$10. From the Two Mile Post Once Round and in.

7.—THE PABER CUP.—Presented by the Far East Steamship Co. Value \$500. Second to receive \$150, and Third \$50. For China Ponies, bona fide Grifflins on date of entry. Weight for inches as per scale. Winners of one Race 7 lb.; of two or more Races 10 lb. extra. Unplaced Runners allowed 3 lb. One Mile and a quarter.

8.—THE GYMNASIA C. U. C. CUP.—Value \$250. Presented by the Members of the Gymnasium Club. Second to receive \$100, and Third \$50. For China Ponies, bona fide Grifflins on date of entry. Weight for inches as per scale. Winners of one Race 7 lb.; of two or more Races 10 lb. extra. Unplaced Runners allowed 3 lb. One Mile and a quarter.

9.—THE TRINITY STAKES.—Value \$500. Second to receive \$150, and Third \$50. For China Ponies, bona fide Grifflins on date of entry. Weight for inches as per scale. Winners of one Race 7 lb.; of two or more Races 10 lb. extra. Unplaced Runners allowed 3 lb. One Mile and a quarter.

10.—THE TRIUMPH STAKES.—Value \$500. Second to receive \$150, and Third \$50. For China Ponies, bona fide Grifflins on date of entry. Weight for inches as per scale. Winners of one Race 7 lb.; of two or more Races 10 lb. extra. Unplaced Runners allowed 3 lb. One Mile and a quarter.

11.—THE TRIUMPH STAKES.—Value \$500. Second to receive \$150, and Third \$50. For China Ponies, bona fide Grifflins on date of entry. Weight for inches as per scale. Winners of one Race 7 lb.; of two or more Races 10 lb. extra. Unplaced Runners allowed 3 lb. One Mile and a quarter.

12.—THE TRIUMPH STAKES.—Value \$500. Second to receive \$150, and Third \$50. For China Ponies, bona fide Grifflins on date of entry. Weight for inches as per scale. Winners of one Race 7 lb.; of two or more Races 10 lb. extra. Unplaced Runners allowed 3 lb. One Mile and a quarter.

13.—THE TRIUMPH STAKES.—Value \$500. Second to receive \$150, and Third \$50. For China Ponies, bona fide Grifflins on date of entry. Weight for inches as per scale. Winners of one Race 7 lb.; of two or more Races 10 lb. extra. Unplaced Runners allowed 3 lb. One Mile and a quarter.

14.—THE TRIUMPH STAKES.—Value \$500. Second to receive \$150, and Third \$50. For China Ponies, bona fide Grifflins on date of entry. Weight for inches as per scale. Winners of one Race 7 lb.; of two or more Races 10 lb. extra. Unplaced Runners allowed 3 lb. One Mile and a quarter.

15.—THE TRIUMPH STAKES.—Value \$500. Second to receive \$150, and Third \$50. For China Ponies, bona fide Grifflins on date of entry. Weight for inches as per scale. Winners of one Race 7 lb.; of two or more Races 10 lb. extra. Unplaced Runners allowed 3 lb. One Mile and a quarter.

TRY IT
"CLUB"
THAT'S ALLPRONOUNCED THE BEST SCOTCH WHISKY AT THE PRICE
ON THE MARKET.

"CLUB" SCOTCH.—OUR SPECIAL BLEND.—This Whisky shows the high perfection obtained by long experience in the selecting and skill in the blending of Scotch Whiskies. The extreme softness and mellowness and the fine character are produced by great age, high quality and judicious blending. Being entirely free from saccharine, it possesses medicinal properties of exceptional value, and is unquestionably the perfection of Scotch Whiskies.

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TUNED AND REPAIRED

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QUALIFIED MEN

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MODERATE CHARGE.

Send us a Post Card now and we will
put your Piano in perfect condition
for Christmas.

Hongkong, 6th December, 1907.

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HOTEL OR HOME?

The latest number to hand of the "Spectator" has an exceedingly interesting article on "Hotel Life; its uses and abuses." The article is written apropos of the announcement of a well known firm of hotel proprietors that for a certain payment—about £17—they would give any one the right to live for a year in any hotel under their control. The "Spectator" comments that "The prospect is at first sight seductive, for this firm has hotels in London, in country towns, and at the seaside, and the season ticket holder would be allowed to move from one to another. Imagine a young man with a 'private fortune' (as some novelist calls it, with a magnificent determination to give every thing the romantic touch) of £200 a year. A little more than half his income would ensure him good living in various scenes, and the rest he would have over for 'extras,' dress, travelling and amusements. He would be free of responsibility, and could spend a few weeks in London during the season, he could refresh himself afterwards at the seaside, and might visit some of the great manufacturing towns if such an enterprise suited a more strenuous mood. His house would go with him, and he would never have the trouble of the mail, would not have to look for a room, and would be likely to attract to himself those for whom the inducement of such a life would be disastrous, unemployed persons to whom it makes no great difference whether they find themselves at any particular moment in London, Torquay, Liverpool, or Birmingham, and of families who wish to delegate all household responsibilities to a servant. Of course, if a busy person, who is convenient, it might happen to be very convenient indeed, and he would have good reasons to bless the scheme. But the irresponsibility of hotel proprietors, living in an hotel would appeal, permanently, above all to those whose moral fibre is already that they wish to shift responsibility on to other people. Even the young man with the 'private fortune' would suffer from continually seeing the little universe of the hotel going on without his having the least opportunity to let his last direct it or its influence impinge upon it in any way. Three hundred pounds a year would be more than ever what it would be to a man who would be the most fatal man for a very young man to inherit."

All of which is very true, and not without its bearing on Shanghai. The hotel habit has its strongest hold in the United States, and the reasons for this are not far to seek. Perhaps most obvious is the eternal domestic service difficulty, the problems surrounding which are placed on some other person's shoulders when one resigns oneself to the tender mercies of the hotel proprietor. But the hotel habit is not entirely due to the domestic problem. It is due in no small measure to the desire to dodge the discipline of domestic existence. I have escaped from such discipline in not by means of an unred blessing none will deny; but on the other hand there are numberless cases where quite other causes than these two determine the man to fly to the hotel for refuge. This is especially true in Shanghai. The limited area within the settlement, the abnormal foresight of the local authorities, the actual ownership of one's own house a matter of increasing difficulty, and the same applies to the modified ownership of renting. These forces have driven many, not otherwise desirous of freedom from domestic worries, to hotel life in one form or another, especially in that disguised form of hotelism known as the private boarding house, between which and the swagger hotel the only gulf is that fixed by the lack of appreciation by the tenants.

Another important factor in the development of the hotel habit in Shanghai has been of course the realization of the fact, or at any rate the pious hope, that we have no abiding city here. We are but sojourners, trusting to return to a better country, to leave this celestial kingdom behind with all its cares and worries.

This is the goal of all endeavours here and as stepping stones on the way there are to be furnished and the like. Hence has arisen a feeling that it were as well to make shift for this present, to defer the thrusting down of roots into the soil lest they may need to be torn out every few years.

This feeling of impermanence has undoubtedly done much to develop the ramifications of the hotel system as we have it in Shanghai, but there are signs that it is passing away. It is being felt more and more that for many, especially Shanghai-born folk, Shanghai is to be the abiding city, and the scene not only of the struggle for a competence but of the enjoyment of it too; and for the number of those for whom Shanghai is more than a stage in the long journey there can be little doubt that the hotel system, even in its most artfully disguised forms, is not altogether a desirable thing. The restricted areas available for residences make the question of choice between hotel and home increasingly difficult. The advent of which lies with the hotel is that its price is fixed. Rooms are offered, meals arranged for, and services found for a definite amount per month. The rest of the breadwinner's salary is capable of being duly apportioned to his, and his family's needs. The householder goes to bed at night in mortal dread lest fluctuations in exchange will have increased his liability for electric light or gas. His wife fears lest for some reason—or for no reason at all—the hotel will be closed, or the relative value of almighty dollars and inefficient taels—she will find that ham and eggs, postum, hock, beans and candy, like cabbage in the exhibition year, "has risen."

The temptation then to take refuge in the hotel, in one of its many forms, becomes increasingly great; and one of the problems which Shanghai will have to face in the future is the provision of homes for, as the "Spectator" points out, "The normal state of the good citizen, is to be a householder," and Shanghai badly needs good citizens, or very soon will do.

The following words of the "Spectator," especially the last sentence, we hold to be entirely true. "For ourselves we can imagine no worse punishment for persons who value privacy and homeliness, and the peculiar arrangement, or even disarrangement, of their own belongings, than to be condemned to pass the term of their natural life in a great hotel. The marble hall, which once seemed grand would become a nightmare of grandiosity. The loneliness of a man among the uncaring multitude of strangers would become intolerable. The grace of the cookery as they once seemed—would become familiar tricks and a hollow imposture. Life would become a circus without tinsel, a stage without limelight, gingerbread without gilt. And as for the children, one hardly knows what with notions of artificiality they would grow up if their parents were mistaken enough to rear them in an hotel."—Shanghai Times.

KOREAN JUDICIAL SYSTEM.

It is understood that Korea will, on the whole, follow Japan's example with regard to the judicial system and adopt the three trial system. The country is to have 125 Courts altogether; namely, one Court of Cassation, three Courts of Appeal, eight Local Courts and 113 District Courts. The Court of Cassation will be established at Seoul and the building for the present Supreme Court under construction at Chongju. T'ong-yang, and Taik'u will have a Court of Appeal each, and the Local Courts are to be opened at the metropolis, P'yong-yang, Ham-hung, Choon-chon, Chong-jin, Chon-ju, Taik'u and Hainu while each important provincial town will contain a District Court. It is estimated that the initial expenditure incurred in the adoption of the new system will amount to some one million yen; and that annual ordinary expenditure of these Courts will reach over 1,200,000 yen.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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NEW ADVERTISEMENTS

CHRISTMAS HOLIDAYS.

IN accordance with the Provisions of Ordinance, No. 6 of 1875, THE EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on WEDNESDAY and THURSDAY, the 25th and 26th inst., respectively.

Hongkong, 23rd December, 1907. 2005

A. S. WATSON & CO., LIMITED
THE HONGKONG DISPENSARY.

NOTICE.

FOR THE CONVENIENCE OF CUSTOMERS

OUR Store and Wine and Spirit Department will REMAIN OPEN until 7 P.M. on MONDAY, 23rd and TUESDAY, 24th inst. On CHRISTMAS DAY, and 26th inst. the hours of business will be from 10 A.M. until 1 P.M.

THE KOWLOON DISPENSARY
will observe the same hours of business.

A. S. WATSON & CO., LTD.
Hongkong, 23rd December, 1907. 2006

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (TUESDAY), the 24th December, 1907, at 11 A.M., at their SALEROOMS, No. 3, Des Voeux Road, Corner of Lee Hing Street, A QUANTITY OF ENGLISH JEWELRY, Comprising—

DIAMOND RINGS, GOLD CHAINS, BRACELETS, PINS, GOLD WATCHES, NECK CHAINS and FANCY GOODS; Also, MISCELLANEOUS GOODS, NEW ENGLISH OVERCOATS, MACINTOSH RAIN SUITS OF CLOTHES, SEWING MACHINES, MICROSCOPES, BAROMETERS, GOLD CHRONOMETERS by ARNOLD, SURVEYOR'S LEVEL, and VALUABLE SINGLE STONE DIAMOND RING.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HUGHES, Auctioneers.

Hongkong, 23rd December, 1907. 2007

THE AMERICAN AND ORIENTAL LINE.

FOR BALTIMORE AND NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship "JESERIC," Capt. Thompson will leave for above Ports on or about SATURDAY the 26th January, 1908.

For Freight apply to ARNOLD KARBURG & Co., Agents.

Hongkong, 23rd December, 1907. 2008

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SITUATION as General Office Assistant by Britisher (30). Over 15 years' experience. Knowledge of Shipping, Bookkeeping and Sales. Able to read and write Chinese. Speaks Amoy, Swatow, Shanghai, Canton, and Peking dialects. No objection to Outposts.

Apply by letter to—"Box 1005," "Care of 'Daily Press' Office."

Hongkong, 15th December, 1907. 1983

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Hongkong, 19th October, 1907. 1685

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1591

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at East Point. Storage will be open at 10 A.M. and 4 P.M. daily. Sunday excepted, to receive and deliver perishable goods.

WM. FARLANE, Manager.

Hongkong, 18th November, 1907. 47

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HONGKONG WEEKLY PRESS,

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AUCTION.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 23rd day of December, 1907, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR of One Lot of CROWN LAND at CAUSEWAY BAY, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

1536

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Contents	Area	Upset Price
Lot No. 159	Aliporing Marine	N.E. 150' 0" 150' 0" 150' 0" 150' 0"	5	8	11,000

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MRS. GILLANDERS

"CLAREMONT," 2 & 4, KENNEDY ROAD.

Hongkong, 9th February, 1907. 1530

THE GRAND HOTEL, DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS

Situated in close proximity to the Harbour and Railway Station.

BEST WINES and LIQUORS SUPPLIED.

Special arrangements for a long stay.

F. DOMBALE, Proprietor.

M. MAILLE, Proprietor.

807

TO LET.

THE Top Floor of No. 2, Wyndham Street, lately vacated by the Hotel Baltimore, suitable for a Club or Boarding House.

First Floor of No. 6, Queen's Road, Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, now occupied by FRID. BORNEMANN & CO.

Apply to—DAVID SASSOON & Co. Ltd.

Hongkong, 3rd December, 1907. 1838

TO LET.

"LEWKNOR" No. 118, PRINCE, Furnished, for 17 months from the end of April 1908.

Apply to—M. W. SLADE, Prince's Buildings.

Hongkong, 22nd November, 1907. 1859

TO LET.

THE WHOLE of the SECOND FLOOR of No. 34, Queen's Road Central, (opposite the General Post Office). The Rooms are light, spacious and well ventilated; 13 in number, besides kitchen, pantry, bathroom, servants quarters etc. Very moderate rent. Immediate possession.

The above premises can also be rented separately as offices or for residential purposes.

Apply to—YEE SANG FAT & CO., Same Address.

Hongkong, 7th October, 1907. 1627

TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.

No. 2, COLLEGE GARDENS, contains 6 Rooms newly painted, repaired and colour-washed. Possession from 1st January, 1908.

OFFICES on the Third Floor of HOTEL MANHATTAN 3 ROOMS Corner over Macao's Kruse & Co. Cheap rental. Cheap rental.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Calbeck MacGregor). OFFICES in Queen's Road Central.

BELLIS TERRACE HOUSES, ROBINSON ROAD.

BISHOP'S LODGE SOUTH (PRINCE) Partly furnished, immediate possession.

No. 1, MOUNTAIN VIEW (PRINCE) Furnished. For 4 or 5 months from 1st December, 1907.

No. 1 ALBANY.

No. 6, DES VOEUX VILLAS (PRINCE).

No. 2, BEACONSFIELD ARCADE.

No. 55, ELGIN STREET (Corner House).

No. 57, PRINCE GRANDE, Macao.

Apply to—LINDSEY & DAVIS, 3rd Floor, Alexandra Buildings.

Hongkong, 26th November, 1907. 1102

TO LET.

NO. 59, CAINE ROAD.

Apply to—SAM WANG CO. LTD., 81, Queen's Road Central.

Hongkong, 27th November, 1907. 1103

TO LET.

NEW and COMMODIOUS SHOP in Des Voeux Road Central, moderate rental.

FLATS in Des Voeux Road Central.

No. 14, SALISBURY AVENUE, Kowloon.

No. 3, GRANVILLE AVENUE, Kowloon.

No. 2, EAST TERRACE, Kowloon.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD. Hongkong, 27th November, 1907. 1155

TO LET.

IMMEDIATE POSSESSION.

GODOWNS Nos. 95, 96 and 101, Praya East.

Apply to—CHATEL & MODY, Victoria Buildings.

Hongkong, 10th December, 1907. 1059

TO LET.

"CROWNEST," Barker Road, Unfurnished or partly furnished.

Apply to—C. L. GORHAM, 3, Paddar's Street.

Hongkong, 3rd December, 1907. 1818

TO LET.

A HOUSE in KNOTSFORD TERRACE, KOWLOON.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, 1st December, 1907. 192

TO LET.

"STILLINGFLEET" Peak Road, SIX-ROOMED HOUSE with Fine View of Harbour.

"HARPERVILLE" Garden Road, SIX-ROOMED HOUSE fitted with Electric Light and full use of Tennis Court.

Apply to—PERCY SMITH & SETH, Accountants & Auditors, &c., 5, Queen's Road Central.

Hongkong, 28th November, 1907. 1889

TO LET.

NO. 5, MORRISON HILL.

One FOUR ROOMED HOUSE at Praya East, near East Point.

Apply to—JARDINE, MATHESON & Co., Ltd.

Hongkong, 21st October, 1907. 1690

TO LET.

PER 1st January, One OFFICE ROOM on Second Floor, Prince's Buildings.

Apply to—REUTER, BROECKELMANN & CO.

Hongkong, 9th December, 1907. 1944

TO LET.

FIRST Class European Houses, Looch Terrace and Humphreys Avenue Kowloon.

Apply to—HEWAN & CO., Care of China Merchants S.N. Co.

Hongkong, 1st October, 1907. 1590

TO LET—FURNISHED.

A SIX ROOMED HOUSE at ELAPPE, Casserent, Robinson Road.

Apply to—F. X. D'ALMAIDA & CASTRO, 31, Queen's Road Central.

Hongkong, 3rd December, 1907. 1915

TO LET.

A SHOP and DWELLING HOUSE, No. 78, Queen's Road Central.

Apply to—Messrs S. J. DAVID & Co., Prince's Buildings.

Hongkong, 11th December, 1907. 1854

TO LET.

IMMEDIATE POSSESSION.

NO. 2, HOLLYWOOD ROAD.

Apply to—ARRATON V. AFCAE & Co., 45, Wyndham Street.

Hongkong, 2nd March, 1907. 491

TO LET.

NO. 5, ORMSBY TERRACE, Kowloon Cheap Rental.

Apply to—SPANISH PROCURATION.

Hongkong, 18th October, 1907. 1677

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply to—SECRETARY, A. S. Watson & Co., Limited.

Hongkong, 23rd April, 1907. 1900

TO LET.

10, QUEEN'S GARDENS. For one year from 1st April next.

Apply to—A. W. BREWSTER, Registrar General's Office.

Hongkong, 14th December, 1907. 1924

TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground.

"HATFIELD," Conduit Road.

A HOUSE in CLIFTON GARDENS, Conduit Road.

OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 18B, Des Voeux Road next to the Hongkong Hotel.

FLATS in MONTGOMERY TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, 1st December, 1907. 1792

TO LET.

NO. 11, SEYMOUR ROAD.

Apply to—THE COMPADORE DEPT., JARDINE, MATHESON & Co., Ltd.

Hongkong, 12th December, 1907. 1923

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—COMPADORE'S DEPARTMENT, Nippon Yusen Kaisha.

Hongkong, 3rd June, 1905. 197

TO LET.

NO. 38, CAINE ROAD.

AUCTION ROOMS, No. 2, Zetland Street.

Apply to—LEIGH & ORANGE, 1, Des Voeux Road.

Hongkong, 9th October, 1907. 94

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1907. With Index. Price \$7.50.

—On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 28th July 1907.

FOR SALE.

FOR SALE.

A FINE COPY of CAMOENS' WORKS. FIVE VOLUMES. Royal Octavo. Published in Lisbon, 1804-4, and bound in at Green Buff. Splendid Condition.

Apply to—"CAMOENS," Care of "Daily Press" Office.

Hongkong, 21st December, 1907. 2001

FOR SALE.

INLAND LOT No. 1706.

SITUATE at North Point, Shaanwan Road, Hongkong, (next to the Metropole Hotel).

The property contains by measurement 109,950 square feet. Crown Rent, \$238.00 per annum.

For further particulars, apply to GOLDING & BARLOW, Solicitors, 10, Queen's Road Central.

Hongkong, 12th September 1907. 1494

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, A Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE. Portion of MARINE LOT Nos. 31 & 35 on PRATA EAST. Approximate AREA 43,000 SQUARE FEET. 999 YEARS' LEASE.

For Particulars, apply—GEO. FENNICK & Co., Ltd. Hongkong, 8th June, 1906. 1106

INSURANCES

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co. Hongkong, 13th August 1906. 29

NORTH BRITISH AND MEROAN-TILE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1906—\$17,337,119.

(I. AUTHORIZED CAPITAL—\$3,000,000)

SUBSCRIBED CAPITAL—\$2,750,000

PAID-UP CAPITAL—\$2,750,000

(II. FUND FUNDS—\$3,587,119)

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 27th April, 1907. 1148

AACHEN and MUNICH FIRE INSURANCE CO. OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROECKELMANN & CO., Agents.

Hongkong, 21st April, 1897. 114

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE. The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO. Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Importers. Pig Iron and Foundry. Coke Importers. General Storekeepers and Commission Agents.

35 & 37, Hing Loong Street, (1st Street West of Central Market.) Telephone No. 515.

PHOTOGRAPHER.

M. KUMEYA, JAPANESE ARTIST. Bromide and Crayon Enlargements and also colouring Photos and relief Photos.

INTIMATIONS

S. MOUTRIE & CO., LTD.

THE ORCHESTRELL CO.'S
NEW MODEL
"AERIOLA"
PIANO PLAYERS

RETURNED AFTER A FEW MONTHS
ON HIRE
REDUCED TO \$350.

A MARVEL OF MECHANICAL GENIUS
AND THE MOST PERFECT INSTRUMENT
ON THE MARKET.
A WRITTEN GUARANTEE GIVEN
WITH EACH INSTRUMENT.

SOLE AGENTS:
S. MOUTRIE & CO., LD.,
York Building, Chater Road.
Hongkong, 13th November, 1907. 38-1

NATAL LINE OF STEAMERS
THE Undersigned GENERAL AGENTS
in CHINA AND JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPT PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED
General Agents for China and Japan.
Hongkong, 4th August, 1898.

NOTICES TO CONSIGNEES
"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S.S. "BENLARIQ,"
FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
whence and/or from the wharves delivery
may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 24th inst. will be subject
to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 31st
inst., or they will not be recognized.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 24th inst. at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBBS, LIVINGSTON & CO.,
Agents.
Hongkong, 17th December, 1907. [1903

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ-EITEL FRIEDRICH,"
having arrived, Consignees of cargo are
hereby informed that their Goods, with the
exception of Opium, Treasure and Valuables,
are being landed and stored at their risk into
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery
may be obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before Tues-
day, the 17th inst., at Noon.
No claims will be admitted after the Goods
have left the Godowns and all goods remaining
undelivered after the 24th inst. will be subject
to rent.
All broken chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 24th inst. at 9.30 A.M.
All claims must reach us before the 28th inst.,
or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.
Hongkong, 18th December, 1907. 5

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "LENNOX"
FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
whence and/or from the wharves delivery
may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 27th Dec. will be subject
to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 20th
Jan., or they will not be recognized.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 27th Dec. at 5 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents.
Hongkong, 20th December, 1907. 2002

THORNE'S OLD VAT

PER CASE



\$14

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE
OF GREENOCK AND HAS BEEN KEPT AS SUCH SINCE 1831

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & Co., Ltd.
1763

SHIPPING IN PORT.

STEAMERS.
ALBERT, German str., 2,769, H. Peterson, 20th
December—Amoy 18th Dec., General—
Carlowitz & Co.
AMIGO, German str., 822, T. N. Baltzer, 20th
December—Haiphong 15th and Hoibow
18th Dec., Rice and Pigs—Jensen & Co.
CHONGSHING, British str., 1,256, F. Wheeler,
20th December—Tientsin, Chefoo, Wei-
hai-wei and Shanghai 17th December,
General—Jardine, Matheson & Co.
CHINLE, British str., 1,135, Werrack, 19th
December—Haiphong 17th Dec., Rice and
General—Butterfield & Swire.
CHUNSHAN, British str., 1,417, Meyrick, 20th
December—Karatsu 14th December, Coal
—Jardine, Matheson & Co.
DEWEENT, British str., 1,562, J. Jenkins, 20th
December—Saigon 15th Dec., General—
Chinese.
EMPRESS OF INDIA, British str., 3,032, E.
Heenan, 10th Dec.—Yanchoo 26th Nov.
and Shanghai 13th Dec., Mails and General
—C. P. R. Co.
FAUSANG, British str., 1,410, H. S. Malkin,
13th Dec.—Shanghai Dec. 8th, via Swatow
12th, General—Jardine, Matheson & Co.
FRITHJOF, Norwegian str., 891, O. Andersen,
14th December—Haiphong 12th Dec.; Rice
—Aagaard, Thorsen & Co.
GLENSIDE, British str., 2,274, Rafferty, 20th
Nov.—Saila Cruz 15th Sept. General—
China Commercial Co.
HINSANG, British str., 1,536, A. G. Smith, 7th
December—Chefoo 1st December, General
—Jardine, Matheson & Co.
HOLSTERN, German str., 985, Niejahr, 11th
December—Swatow 10th Dec. General—
Jensen & Co.
IYO MARU, Japanese str., 2,918, Wm. Thomp-
son, 15th Dec.—Kobe, Moji and Shanghai
12th Dec., General—Nippon Yusen Kaisha.
KONGSHANG, German str., 1,392, C. Rosinsky,
12th December—Bangkok and Tourane
7th Dec., Rice—Butterfield & Swire.
KWOSONG, British str., 1,428, W. Palmer-
Baker, 19th Dec.—Shanghai Dec. 15th, via
Swatow 18th, General, Sheep, Goats and
Ponies—Jardine, Matheson & Co.
LAUNOW, British str., 2,436, A. L. Paterson,
4th Dec.—Moji 26th November, Ballast—
Doddwell & Co.
LIANGCHOW, British str., 1,215, Harder, 18th
December—Shanghai 15th Dec., General—
Butterfield & Swire.
MACHRE, German str., 993 R. Zoller, 20th
Dec.—Bangkok Dec. 5th, via Hoibow 19th,
Rice—Norddeutscher Lloyd.
MANILA, German str., 1,181, J. Minssen, 14th
December—Sydney 19th Nov. and Manila
11th Dec., General—Malohars & Co.
MATHILDE, German str., 831, A. Uldersup, 16th
Dec.—Haiphong Dec. 14th, and Hoibow
15th, Rice and General—Jensen & Co.
MAUSANG, British str., 1,644, R. Houghton,
12th Dec.—Sandakan, 6th Dec., Timber
and General—Jardine, Matheson & Co.
MEERPOO, Chinese str., 1,338, John McArthur,
20th Dec.—Shanghai 18th December,
General—Chinese.
MONGOLIA, American str., 8,750, R. H. Hath-
way, 13th Dec.—San Francisco 16th Nov.,
Mails and General—P. M. S. S. Co.
PAKHUI, British str., 1,022, French, 16th Dec.
—Tientsin, Chefoo and Weihaiwei 8th Dec.,
General—Butterfield & Swire.
PAKLAT, German str., 1,017, J. Wenzel, 9th
December—Bangkok 29th Nov., General—
Butterfield & Swire.
PATANI, German str., 1,098, W. Hubner, 10th
December—Europe via Bangkok 27th Nov.
Rice and General—Order.
PREHANG, German str., 1,021, Fr. Bickling,
19th December—Bangkok 5th Dec., Rice
—Butterfield & Swire.
PRONTO, Norwegian str., 638, Ths. Seeborg,
14th December—Haiphong 11th Dec., Rice
—Wallen & Co.
PROTEUS, Norw. str., 1,025, F. O. Kolderup,
20th December—Bangkok via Swatow 19th
Dec., General—Nippon Yusen Kaisha.
RAGNAR, Norwegian str., 1,240, H. G. Nielsen,
19th December—Wakamatsu and Japan
13th Dec., Coal—Wallen & Co.
SRETTIN, British str., 1,896, J. E. Farrell, 20th
December—Singapore 11th Dec., Kerosene
Oil—McBain & Co.
TAISHAN, British str., 1,241, J. S. Laing, 17th
December—Saigon 9th Dec., Meal—
Bradley & Co.
TAISHUN, Chinese str., 1,216, Stevens, 16th Dec.
—Shanghai 18th Dec., General—Chinese.
TAMING, British str., 1,350, A. Somerville,
20th December—Manila 17th Dec., General
—Butterfield & Swire.
TRIUMPH, German str., 685, Bendixen, 20th
Dec.—Haiphong and Hoibow 19th
Dec., General—Jensen & Co.
ULV, Norwegian str., 885, J. Pedersen, 17th
December—Haiphong 14th Dec., Rice—
Aagaard, Thorsen & Co.
VICTORIA, Swedish str., 989, Holbey, 4th Dec.
—Samarang 21st Nov., Sugar and Cotton
—Aagaard Thorsen & Co.
WOOLWICH, British str., 1,845, A. Stoker, 13th
November—Moji 8th November, Coal—
Doddwell & Co.
YANSHING, British str., 1,428, M. Courtney,
19th December—Shimonoseki 14th Dec.,
Coal—Jardine, Matheson & Co.
YUNNAN, British str., 1,205, W. O. Jones, 17th
December—Chefoo 11th Dec., General—
Butterfield & Swire.

SAILING VESSELS.

ECLIPSE, British 4-masted bark, 2,968, L. D.
Yanco, 24th August—New York 1st May,
Case Oil—Standard Oil Co.

SCIENTIFIC MISCELLANY.

ACTIVITY AND SIZE OF THE HEART—WASTE
IN LIGHTING—A TYPHOID INCUBATOR—
SUN-LIGHT DISINFECTION—GOUTAINS AND
CHEMISTRY—RADIUM IN COAL-MINING—
THE IRON SUPPLY—DISEASE NEAR THE
GROUND.

The size of the heart in different animals is
found by Prof. Hesse to vary with the activity
of the chemical changes that supply the body
with nutrition and remove waste. It is largest
in birds, is larger among young warm-blooded
animals than in the mature, and is very small in
sluggish cold-blooded creatures. Stated in
thousandths of the body weight, the highest
relative heart weight is 24.1, that of the sand-
piper, while among mammals the highest is 14.4
in a dwarf bat. Among fishes the relative heart
weight of a member of the mackerel family is as
high as 2.1, but the smallest relative heart
weights known are 0.15 and 0.32, in *Sphyrna*
brachurus and *Ophichthus*, two eel-like sand fishes.
The relative heart weight of a young Greenland
whale was 5.7, equal to that of the camel, man
and the mole. The relative heart weight of the
blind worm is 1.5, water frog, 1.9; toad, 3.2.

The illuminating engineer is a scientific
specialist whose early appearance is predicted by
L. Gaster, an English electrician. The pro-
duction of artificial light is wasteful, and much
of the light produced is lost—often one-half or
even two-thirds—by improper placing, reflect-
ing and shading. It is asserted that better
illumination could be given, with a saving of at
least ten per cent of the \$18,000,000 annually
spent for lighting in England.

Numerous outbreaks of typhoid fever in the
last five years have been traced to a certain New
York cook, a healthy woman who is not known
to have had the disease but whose excreta are
highly charged with typhoid bacilli.

In a research to determine accurately the
effect of sunlight on germs, Dr. R. Wiesner,
a German bacteriologist, has made some
important discoveries. He has found that the
disease germs and harmless parasites of man
and animals are weakened or killed on exposure
to sunlight while open air bacteria are little
effected; also that disease germs do not lose
their virulence until their dead bodies are
entirely destroyed. Ultra-violet rays, like the
ultra-violet, have especially powerful germicidal
effect. The action of sunlight is in direct
proportion to its intensity, varies with season
and time of day, and is lessened by moisture and
cold, but at midday during half of the year it
seems to be sufficient to destroy most bacteria in
two or three hours. Pneumonia, bronchitis and
"colds" in general are probably diminished in
summer by the greater power of sunlight.
Diffused in houses, the sun's rays are
enormously reduced in intensity, and they lose
all disinfective power.

A curious mishap has given us a very delicate
test for hydrochloric acid in the atmosphere.
In a north of England locality many houses
have curtains of the cream color produced by
metall yellow, popularly known as "dolly"
cream dye, and to science as the "the sodium
salt of meta-amido-benzene sulphonic acid—
diphenyl-maine." Some of these cream-colored
curtains suddenly changed to heliotrope. In-
vestigation showed that an accidental escape of
hydrochloric acid from a neighboring alkali
plant had discolored the curtains, and the dye
became a most useful test.

A new safeguard for collieries is offered by
the discovery of Professors H. Isler and Geitel
that fire-damp contains six or seven times as
much radium emanation as the ordinary air
of coal mines. An aluminium foil electro-
scope quickly shows the difference of electrical con-
ductivity due to the emanation, and this simple
apparatus becomes an effective and important
means of detecting danger.

Iron being the most abundant metal of the
basic rocks and constituting nearly five per
cent of the earth's crust, it is difficult to realize
how rapidly the supply contained in the ores
now smelted is being exhausted. Mr. Bonnett
H. Brough, in his British Association paper
pointed out that every inhabitant of the United
States, the United Kingdom and Germany
requires about a quarter of a ton of iron yearly.
In 1905 the world produced a total of 60,000,000
tons from 120,000,000 tons of ore, the produc-
tion of Great Britain having been 14,500,703
tons, while that of the United States exceeded
42,500,000 tons, the highest output ever recorded.

The world's known supply of iron ore yet to
be mined is estimated at 10,000,000 tons. Of
this Germany has 2,200 millions tons; France,
1,500 millions; Russia, 1,500 millions; the
United States, 1,100 millions; Great Britain,
1,000 millions; Spain, 500 millions; and the
rest belongs to the non-producing countries.
There are still enormous stores of unknown
extent in Australia, South Africa and elsewhere.
Even these are exhausted, improved processes
will work up poorer ores, and in the electric
furnace the black sands and other taillorings
ores can be made to yield an enormous product
from sources not now considered.

Tall people may derive much comfort from
the novel germ theory of the Dr. M. Friedrich.
Of twenty-six victims of cerebral spinal mor-
phitis that came under his notice all were
children and he believes that the germs—
stirred up from the ground by passing pedes-
trians—seldom rise above two or three feet,
and are thus inhaled by children and others with
noses near the ground.

The largest insect yet discovered is supposed
to be a grasshopper of the Karoo desert in South
Africa. Its spread of wings is ten inches.

HOW TO BE BEAUTIFUL—Keep your own
pleasure, Mrs. Ellen's Cream Charmanza, Lait
Charmanza and Special Skin Tonic and Poudre
Charmanza will enable you to do it. Has
Specialties for the Skin are the study of a
lifetime. A. S. Watson & Co., Ltd., Sole Agents
584

SHARE REPORT.

Messrs. Erich, Georg & Co. say in their weekly
share report dated 21st December 1907:—
A little more business had been done during
the week under review, but for investment pur-
poses only, speculation being dormant at present.
The sterling demand rate of exchange on
London closes at 1s. 9d., while rates on Shang-
hai and Hongkong, has recovered and is quoted
24.9/100, while Consols stand at 232.15/16.
The London Bank rate of discount is still 7 per
cent, while the market rate of discount is 6 per
cent.

BANK SHARES.—Fair sales of Hongkong
and Shanghai have been effected at \$720 to
\$715 for old, and at \$710 to \$705 for new shares;
at the lower rate there are further buyers.
The London rate is \$710, and 775 respectively.

MARINE INSURANCE SHARES.—Unions after
sales at \$730 and \$500, are in small demand at
\$510. China Traders, as well as North China,
are unchanged. Yangtze can be placed at
\$147 for old and \$130 for new shares, which is
the equivalent of \$145 and \$135 in Shanghai,
where dollar shares are dealt in at the fixed
rate of exchange of 1s. 7s per dollar. Cantsen
sold at \$242, closing quiet.

FIRE INSURANCE SHARES.—Hongkong
changed hands at \$225 and \$230, closing with
at the lower, and sellers at the higher figure.
China Fire sold at \$84 and have further
buyers.

SHIPPING SHARES.—Hongkong, Canton and
Macao Bots have been done at \$294, but the
market has weakened further to sellers at \$292,
some settlements shales having to be disposed of.
Indo-China are unchanged both in
Shanghai and in London. China and Manilla,
as well as Douglas, are unchanged. Star
Ferries, old, have buyers at \$21, and the new
at \$115. Shell Transport are nominal
at \$21, the London rate being 42.9d. sellers.
Union Water Bots sold and have buyers at
\$104.

ESPRESSO.—China Sagars are firmer and
after sales at \$98 to \$100, can be placed at
latter rate. Luzo is unchanged.

MINING SHARES.—No business has come
under our notice, but Ruus are easier with
sellers at \$87. Chinese Engineering and Mining
Company's shares are in request at 16.

DOCKS, WHARVES, GODOWNS, &c.—A few
small lots of Hongkong and Whampoa Docks
have changed hands at \$21 and \$20, at which
latter rate there are sellers. Fonwick, and New
Amoy Docks are unchanged. Shanghai Docks
are firm at 71. Shanghai and Hongkong
Wharves sold again at 207. Hongkong
and Kowloon Wharves, after sales at \$85,
suddenly fell to sales at \$50 and \$58 and more
shares are on offer at \$50; the new issue has
been done at \$55.

LANDS, HOTELS & BUILDINGS.—Humphreys
old and new shares at \$101. Shanghai Lands
sold locally at 101. Other stocks under
this heading are unchanged and without
transactions.

COTTON MILLS.—Shanghai quotes: Ewoa
Tia. 53 buyers, Internationals Tia. 50 sellers,
Laon Kang Mow Tia. 65 sellers, and
Sooyeh Tia. 270 sellers, Hongkong Cottons
are for sale at \$10.

SUNDAY MANUFACTURING COMPANIES.—
Ball's Amos can be placed at \$7. Green
Island Cement sold at \$11 to \$11.5, closing
with sellers at the higher figure. Ropes
fell to \$25. Other stocks under this heading
unchanged and without sales.

MISCELLANEOUS.—China Boreas changed
hands at \$104. China Providents, have sales
and further buyers at \$94. Langkats are
quoted Tia. 360 at the final dividend and bonus
of together Tia. 10 per share, paid on 16th
inst. South China Morning Post Shares
sold at \$20. A. S. Watson's have found buyers
and can be placed at \$1. Wm. Poyals are
quiet at \$5. Other stocks under this heading
have not been dealt in and are unchanged.

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Hongkong, 2nd October, 1906. 1841

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Hongkong, 4th October, 1903.

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SHIPPING.

ARRIVALS.

CHONGCHOW, British str., 1,200, Shepherd, 21st Dec.—Singapore & Hoihow 14th Dec.—General—Chinese.

CHILIAN, Norwegian str., 1,102, A. Angelsen, 21st Dec.—Baughok, Dec. 11th via Swatow 21st Dec.—Nippon Yusen Kaisha.

FOOSHING, British str., 1,423, Arthur, 21st Dec.—Wuhu & Chinkiang 17th Dec.—General—Jardine, Matheson & Co.

FUKUSHU MARU, Japanese str., 1,090, T. Ito, 22nd Dec.—Anping 19th Dec.—General—Osaka Shosen Kaisha.

GANGES, British str., 2,721, S. A. Page, 22nd Dec.—Barry Dock 31st Oct.—Coal—Admiralty.

HAICHOW, British str., 1,267, A. E. Hodgins, 22nd Dec.—Const. str., 21st Dec.—General—Douglas, Laiprak & Co.

JACOB DIKDERICHSEN, German str., 633, Hansen, 22nd Dec.—Pakhoi Dec. 7th, and Hoihow 20th, General—Jensen & Co.

KUEICHOW, British str., 1,215, Hooker, 22nd Dec.—Wuhu & Chinkiang 18th Dec.—Rice—Butterfield & Swire.

LENNEX, British str., 2,201, F. McNair, 20th Dec.—Birkenhead 2nd Nov.—General—Doddrell & Co.

LIANGCHOW, British str., 21st Dec.—Canton.

LIENSHING, British str., 21st Dec.—Canton.

LIGHTNING, British str., 2,122, E. F. Fy, 21st Dec.—Calcutta and Singapore 14th Dec.—General—David Sassoon & Co.

MIJON MARU, Japanese str., 2,079, T. Iriwasa, 22nd Dec.—Kobe via Moji 14th Dec.—General—Nippon Yusen Kaisha.

SHAOHENG, British str., 1,307, McIntosh, 21st Dec.—Shanghai 18th Dec.—General—Butterfield & Swire.

TAICHUNG, Chinese str., 21st Dec.—Canton.

TATSI MARU, Jap. str., 1,392, U. Kanejima, 21st Dec.—Kobe and Formosa 19th Dec.—General—Chinese.

TOURANE, French str., 3,104, G. Lauchlin, 22nd Dec.—Yokohama and Shanghai 20th Dec.—General—Messageries Maritimes.

DEPARTURES.

CHUNSIANG, British str., for Canton.

COQUIT, British str., for Bangkok.

GREGORY APCAP, British str., for Singapore.

MATHILDE, German str., for Hoihow.

MERPO, Chinese str., for Canton.

REAR, British str., for Manila.

SICILIA, Govt. transport, for Singapore.

SINGAN, British str., for Pakhoi.

TAIWAN, British str., for Suifu.

WONGKUI, German str., for Bangkok.

YETOHOKU MARU, Japanese str., for Shanghai.

22nd Dec.

DAIJIU MARU, Japanese str., for Swatow.

GLORIALOCH, British str., for Amoy.

LENNEX, British str., for Shanghai.

LIENSHING, British str., for Shanghai.

MERAPI, Dutch str., for Amoy.

SHIPPING REPORTS.

The British str. *Foroshing* reports: Moderate N. E. monsoon and sea, fine and clear.

The British str. *Shooking* reports: Fresh Northerly wind and sea, fine and clear.

VESSELS IN DOCK.

ABERDEEN DOCKS.—Taishan.

KOWLOON DOCKS.—Neil McLeod, Germanita, Woolwich, Engineer, Hingang, Ch. Haddwin, Fougang, Mawgang.

CORONATION DOCKS.—Kohsichang.

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THE Steamship

"TOURANE" Captain Lauchlin will be despatched to MARSEILLES on TUESDAY, the 24th December, at 1 p.m.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. "ARMAND BEHIE" ... 7th Jan. 08

S.S. "SALAZIE" ... 21st Jan. 08

J. MILLET, Agent.

Hongkong, 11th December, 1907.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA," Captain C. L. Daniel, carrying 311 Majestic's Mail, will be despatched from this for Bombay &c. on SATURDAY, the 28th December at NOON, taking passengers and cargo for the above ports in connection with the Company's "INIA," 8,000 tons, from Colombo, passengers' accommodation in which vessel is second best departure from Hongkong.

Silk and Valuables, all cargo for France and Teo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "OCEANA," due in London on 8th February, 1908.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and values of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 16th December, 1907.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP VIA SUEZ CANAL.

THE Steamship

"GLENAVON," Captain Wolfenden, will be despatched as above on THURSDAY, the 9th January, 1908.

For Freight apply to

MCGREGOR BROS. & GOW.

Hongkong, 19th December, 1907. 2000

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via SUEZ CANAL	DELTA	Brit. str.	—	C. L. Daniel, R.N.R.	P. & O. S. N. Co.	On 23rd inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	NYANZA	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	About 1st January.
LONDON & ANTWERP via SUEZ CANAL	GLENAVON	Brit. str.	—	Wolfenden	MCGREGOR BROS. & GOW	On 9th January.
MARSEILLES, &c. via PORTS OF CALL	TOURANE	French str.	—	Lauchlin	MESSAGERIES MARITIMES	To-morrow, at 1 p.m.
MARSEILLES, PLYMOUTH, HAVRE & HAMBURG, &c.	HABSBURG	Ger. str.	k.w.	Filler	MELCHERS & CO.	On 30th January.
MARSEILLES, HAVRE & HAMBURG, &c.	SCANDIA	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERIKA LINIE	On 9th January.
HAVRE, ROTTERDAM & COPENHAGEN, &c.	SEGROVIA	Ger. str.	k.w.	Sachs	MELCHERS & CO.	Middle of January.
HAVRE & HAMBURG via STRAITS, &c.	SCANDIA	Ger. str.	k.w.	Deinat	HAMBURG-AMERIKA LINIE	To-day.
ANTWERP, ROTTERDAM & HAMBURG via STRAITS, &c.	SAKONIA	Ger. str.	k.w.	Wagner	HAMBURG-AMERIKA LINIE	On 15th January.
HAVRE & HAMBURG via STRAITS, &c.	SAKONIA	Ger. str.	k.w.	Hatol	HAMBURG-AMERIKA LINIE	On 24th January.
NAPLES, GENOA, ALGIER, GIBRALTAR &c.	YORCK	Ger. str.	—	E. F. Ferdinand	MELCHERS & CO.	On 14th February.
TRIESTE &c. via SINGAPORE, &c.	ALBENGA	Ger. str.	—	E. F. Ferdinand	MELCHERS & CO.	About 25th inst., at Noon.
NEW YORK	ALBENGA	Ger. str.	—	E. F. Ferdinand	MELCHERS & CO.	On 1st Jan., at Noon.
BALTIMORE & NEW YORK	ALBENGA	Ger. str.	—	E. F. Ferdinand	MELCHERS & CO.	About 23rd inst.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	About 25th January.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 16th Jan., at 4 p.m.
VICTORIA (B.C.) & TACOMA via JAPAN, &c.	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 29th Jan., at Noon.
CALLAO and IQUIQUE via JAPAN, &c.	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 28th January.
AUSTRALIAN PORTS via PORT DARWIN &c.	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 28th inst., at Noon.
AUSTRALIAN PORTS via MANILA	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 28th inst., at Noon.
YOKOHAMA AND KOBE	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 28th inst., at Noon.
SHANGHAI MOJI, KOBE & YOKOHAMA	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 28th inst., at Noon.
SHANGHAI KOBE & YOKOHAMA	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 28th inst., at Noon.
SHANGHAI KOBE & YOKOHAMA	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 28th inst., at Noon.
SHANGHAI via NINGPO	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 28th inst., at Noon.
SHANGHAI KOBE & YOKOHAMA	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 28th inst., at Noon.
SHANGHAI & VLADIVOSTOK	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 28th inst., at Noon.
SHANGHAI	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 28th inst., at Noon.
SHANGHAI YOKOHAMA KOBE & MOJI	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 28th inst., at Noon.
SHANGHAI	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 28th inst., at Noon.
SHANGHAI	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 28th inst., at Noon.
SHANGHAI NAGASAKI KOBE & YOKOHAMA	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 28th inst., at Noon.
ANPING via SWATOW, AMOY & TAKAO	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 28th inst., at Noon.
NINGPO	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 28th inst., at Noon.
HONGKONG & HAIHONG	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 28th inst., at Noon.
MANILA	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 28th inst., at Noon.
MANILA	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 28th inst., at Noon.
MANILA	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 28th inst., at Noon.
MANILA	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 28th inst., at Noon.
CEBU & ILOILO	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 28th inst., at Noon.
CEBU & ILOILO	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 28th inst., at Noon.
SANDAKAN	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 28th inst., at Noon.
KUDAT & SANDAKAN	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 28th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 28th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 28th inst., at Noon.
BATAVIA, CHERIBON, SAMARANG, &c.	EMPERESS OF INDIA	Brit. str.	2m.	Thompson	CANADIAN PACIFIC B. Co.	On 28th inst., at Noon.

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11 DAYS YOKOHAMA to VANCOUVER.

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R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA"	6,000	TRUESDAY, 16th Jan. ... 3rd Febr.	
"MONTEAGLE"	6,163	WEDNESDAY, 29th Jan. ... 22nd Febr.	
"EMPERESS OF JAPAN"	6,000	THURSDAY, 18th Febr. ... 2nd March	
"EMPERESS OF CHINA"	6,000	THURSDAY, 12th March ... 30th March	
"EMPERESS OF INDIA"	6,000	THURSDAY, 9th April ... 27th April	
"MONTEAGLE"	6,163	WEDNESDAY, 22nd April ... 16th May	

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THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class ... via St. Lawrence River Lines or New York £71 10

Intermediate on Steamers ... £40, " " £42

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CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. R. Dodge	Manila	On 28th December.
EUBI	2540	R. W. Almond	Manila	On 4th January, 1908.

For Freight or Passage apply to

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Hongkong, 23rd December, 1907.

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FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

For freight and further information apply to

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Hongkong, 6th December, 1907.

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These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.

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FOR SHANGHAI, KOBE, YOKOHAMA.	FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, PLYMOUTH, HAVRE, & HAMBURG.
HABSBURG ... 23rd December	SCANDIA ... 9th Jan. 1908
RHENANIA ... 22nd Jan. 1908	HABSBURG ... 30th Jan. 1908
HOHENSTAUFEN ... 22nd Febr. 1908	RHENANIA ... 26th Febr. 1908
	HOHENSTAUFEN ... 26th March 1908

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:

C. F. F. LAEISEZ ... FOR SHANGHAI, KOBE & YOKOHAMA ... 23rd Dec.

HABSBURG ... FOR SHANGHAI, KOBE & YOKOHAMA ... 23rd Dec.

SAKONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 31st Jan. 08

NEXT SAILINGS HOMEWARD:

via STRAITS, COLOMBO and ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levant, Black Sea and Baltic Ports, North and South American Ports.

Also via Aden or Port Said by the "ARABIC" Persian Service to Arabian and Persian Gulf Ports.

SEGROVIA ... HAVRE, ROTTERDAM, & HAMBURG ... 23rd Dec.

SCANDIA ... MARSEILLES, HAVRE & HAMBURG ... 9th Jan. 08

ARAGONIA ... HAVRE & HAMBURG ... 15th Jan. 08

C. F. F. LAEISEZ ... ANTWERP, ROTTERDAM, & HAMBURG ... 24th Jan. 08

HABSBURG ... MARSEILLES, PLYMOUTH, HAVRE & HAMBURG ... 30th Jan. 08

SAKONIA ... HAVRE & HAMBURG ... 14th Febr. 08

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NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
KUMERIC	6,232	Cowley	On 28th January, 1908.
SHAWMUT	6,006	E. V. Roberts	On 21st February, 1908.
TREMONT	6,006	T. W. Garlick	On 17th March, 1908.
SUVERIC	6,232	W. Shotton	On 9th April, 1908.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS. QUEEN'S BUILDINGS.

Hongkong, 12th December, 1907.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SALAZIE," Captain Alland, will be despatched for the above Ports on or about MONDAY, the 23rd inst.

For Freight or Passage, apply to

J. MILLET, Agent.

Hongkong, 17th December, 1907. 2

DAMPSCHEIFFS-REHDERI "UNION" ACTIEN-GESELLSCHAFT.

FOR NEW YORK. (With Liberty to Call at the Malabar Coast.)

THE Steamship

"ALBENGA," Captain Petersen, will be despatched for the above Port on or about WEDNESDAY, the 25th December, 1907.

For Freight, apply to

CARLOWITZ & Co., Agents.

Hongkong, 19th December, 1907. 1392

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT) Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

Taking Cargo at through rates to the BRAZIL, PERSIAN GULF, RED SEA, BLACK SEA, LAVANT, VANTON and ADRATIC PORTS.

THE Company's Steamship

"E. FR. FERDINAND," Capt. C. Matcovich, will be despatched as above on or about the 28th December.

This steamer has capital accommodation for passengers, electric light and carries a doctor and stewardess.

For information as to Passage and Freight apply to

SANDER, WIELE & Co., Agents. Prince's Buildings.

Hongkong, 30th December, 1907. 3

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"ALDENHAM," Capt. St. John George, will be despatched as above on SATURDAY, the 23rd inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

Y.P.—To secure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to

GIRN, LIVINGSTON & Co., Agents.

Hongkong, 7th December, 1907. 1942

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong and CALLAO and IQUIQUE, via JAPAN. PORTS (Karatsu, Kobe and Yokohama). With Liberty to call at Honolulu and Salina Cruz.

Steamers Tons

"KATHARINE PARK" 5,000 On 28th Dec.

"KARATO MARU" 6,100 Sometime in March 1908.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager, York Building.

Telephone, 16th Dec. 1907. 1937. 19

MITSU BISHI GOSHI-KWAISHA (MITSU BISHI CO.)

COAL DEPARTMENT MARUNO-UCHI, TOKYO.

Cable Address, "IWASAKI" which applies to all Branch Offices.

At ABC 5th Ed., Western Union Code used.

All Letters Addressed to

MANAGER MITSU BISHI CO. with name of place under.

BRANCH OFFICES—

NAGASAKI, MOJI, KOBE, KARATSU, SHANGHAI, HONGKONG, & HANKOW.

AGENTS—

YOKOHAMA: M. ASADA, Esq.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STRAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, and YOKOHAMA	SUNDA Capt. G. M. Montford, R.N.R.	About 23rd Dec.	Freight and Passage.
SHANGHAI	ABOARDIA Capt. A. L. Valentini	About 27th Dec.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DELTA Capt. C. L. Daniel	Noon, 28th Dec.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NYANZA Capt. H. S. Bradshaw	About 1st Jan.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 23rd December, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STRAMERS	TO SAIL
SHANGHAI, HOIHOW and HAIPHONG	"PAKHAI"	On 23rd Dec., Noon.
HONGKONG	"CHIHLEI"	On 24th Dec., 10 A.M.
MANILA	"YUNNAN"	On 24th Dec., 10 A.M.
NINGPO	"TAMING"	On 24th Dec., 4 P.M.
SHANGHAI	"LIANGCHOW"	On 25th Dec., 4 P.M.
CEBU and LOILO	"SHAOHSING"	On 25th Dec., 4 P.M.
SHANGHAI	"SUNGKANG"	On 26th Dec., 4 P.M.
MANILA	"YOOHAW"	On 26th Dec., 4 P.M.
SHANGHAI	"TEAN"	On 27th Dec., 4 P.M.
MANILA	"KIUKIANG"	On 28th Dec., 4 P.M.

DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH.

* "TAIYUAN" On 1st Jan., 4 P.M.

CEBU and LOILO "KAIFONG" On 3rd Jan., 4 P.M.

YOKOHAMA and KOBE "CHINGFU" On 9th Jan., 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

11

EAST ASIATIC CO., LD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STRAMERS	DATE OF SAILING
SHANGHAI and VLADIVOSTOK	"ST. LUCIA"	On 25th December.
MARSEILLES, HAVRE, and COPENHAGEN	"SIAM"	Middle of January.

For Further Particulars, apply to

MELOHERS & CO.,
AGENTS.

9

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STRAMERS	TO SAIL
FOR EUROPE VIA PORTS OF CALL	"SACHSEN"	About Wed'day 25th Dec., at Noon.
NAPLES, GENOA, ALGIERA, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"YORCK"	Wed'day, 1st Jan., at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"ZIETEN"	About Wed'day, 1st January.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"MANILA"	Thursday, 2nd Jan., at 5 P.M.
KUDAT and SANDAKAN	"BOERNE"	Middle of January.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 20th December, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
ANPING VIA SWAPOW	"FUKUSHU MARU"	WED'DAY 25th Dec.
AMOY and TAKAO	Capt. T. Iro	at Daylight.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office.

Second Floor, No. 1, Queen's Buildings.

Hongkong, 23rd December, 1907.

T. ARIMA, Manager.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STRAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	Second half of Dec.	JAVA PORTS	First half of Jan.
TJIMAHU	JAPAN	First half of Jan.	JAVA PORTS	First half of Jan.
TJIBODAS	JAVA	First half of Jan.	JAPAN	First half of Jan.
TJIKINI	JAPAN	First half of Jan.	JAVA PORTS	Second half of Jan.
TJILATJAP	JAPAN	Second half of Jan.	JAVA PORTS	Second half of Jan.
TJILIWONG	JAVA	First half of Febr.	JAPAN	First half of Febr.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Kerk Buildings, 1st Floor.
Hongkong, 23rd December, 1907.

Telephone No. 375.

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INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STRAMERS	TO SAIL
SHANGHAI VIA NINGPO	"KWONGSANG"	Monday, 23rd Dec., 4 P.M.
SANDAKAN	"MAUSANG"	Friday, 27th Dec., 4 P.M.
MANILA	"YUENSANG"	Friday, 27th Dec., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOI	"FOOKSANG"	Saturday, 28th Dec., 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 31st Dec., 3 P.M.
MANILA	"LOONGSANG"	Friday, 3rd Jan., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 7th Jan., 3 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.

Hongkong to Singapore 1st Class, Single \$ 65. Return \$100.

Penang " 85. " 130

Calcutta " 165. " 250

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chiofo, Tientsin via Chingwantan and Yangtze River.

† Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporia, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

18

THOS. COOK & SON,

ESTABLISHED 1811.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.
TICKETS ISSUED TO ALL PARTS OF THE WORLD.

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Full information on Application.

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14, WATER STREET
YOKOHAMA.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

AUSTRIAN.

Kaiser Franz Josef I. Austrian cruiser, 4,300,

Capt. Ferdinand Bahlz, Northern Waters

FRENCH.

Albatros, river gunboat, Lieut. Millet, Cochinchina.

Argus, gunboat, 123 tons—guns, 500 h.p.,

Lieut. Jeanne, Canton

Coronados, gunboat, Lieut. Kerohal, Saigon

Dédée, gunboat 645 tons, 10 guns, 1,000 h.p.,

Lieut. Comdr. L'Boet, Haiphong

D'Entrecasteaux, French cruiser, 8,000, Capt

Tison, Shanghai

Esturgeon, submarine, Saigon

Henri Riviere, gunboat, Lieut. Portier,

Haiphong

Jacquin, river gunboat, Lieut. Le Corolle

Annam-Tonkin, reserve

Javeline, destroyer, 330 tons, 7 guns, 300 h.p.,

Lieut. Bagot-Duvauroux, Saigon

Keratin, gunboat 1250 tons, 6 guns, 2,000 h.p.,

Comdr. Simon, Saigon

Lynx, submarine, Lieut. Armbruster, Saigon

Montcalm, cruiser (Flagship of Vice-Admiral

Richard, Commander in Chief), 9700 tons

13 guns, 1,500 h.p., Capt. Martel

Mousquet, destroyer, Lieut. Dauchemin, Bais

d'Along

Oly, gunboat, Lieut. Grellier, Yangtze

Felix, gunboat, Lieut. Marchand, Tongka

Felix, submarine, Saigon

Pistole, destroyer, Lieut. de Reinsch Werth,

Bais d'Along

Protée, submarine, Lieut. Glorieux, Saigon

Rapier, destroyer, 83 tons, Lieut. Vincent de

Brichignac, Saigon

Redoubtable, battleship, (in reserve) 9347 tons,

8 guns, 6371 h.p., Rear Admiral de

Marolles, Saigon

Sabre, destroyer, 330 tons, Lieut. Mailles,

Sty, armoured gunboat, 1790 tons, 10 guns

1700 h.p., Dns, Saigon

Surprise, gunboat, 629 tons, 2 guns, 900 h.p.,

Lieut. Bogue, Haiphong

Takiang, gunboat Yangtze

Takou, destroyer, Com. Torquem, Saigon.

Vauban, torpedo-depot (reserve), 6150 tons, 23

guns, 4560 h.p., Hongy.

Vigilant, gunboat, 123 tons, 7 guns, 500 h.p.,

Lieut. Brugnon, Canton

GERMAN.

Furst Bismarck, (Battleship), 11,000 tons, 36 guns,

14000 h.p., Konter-Admiral Brunsing,

Taingtau

Itia, gunboat, 1000 tons, 10 guns, 1300 h.p.,

Captain Kiesel

Jaguar, gunboat, 903 tons, 10 guns, 1330 h.p.,

Commander Klob, Yangtze

Leipzig, cruiser, Commandant von Rothkerch

at Pailoon

Lucas, gunboat 850 tons, 10 guns, 1344 h.p.,

Commander Hartog

Niobe, cruiser, Commander Witschiel

Thetis, cruiser, 2830 tons, 24 guns, 8900 h.p.,

Captain Glatzel

Tiger, gunboat, 900 tons, 10 guns, 1310 h.p.,

Lieut. Brohm

Teintin, gunboat—tons, 5 guns, 1310 h.p.,

Lieut. de Sponzel

Vaterland, gunboat—tons, 3 guns, 500 h.p.,

Lieut. de Sponzel

Callao, gunboat, 600 tons, Ensign Gay Whit

lock commanding, Manila

Chattanooga, cruiser, 3100 tons, Commander

Alex. Sharp, Yangtze

Cincinnati, cruiser 3213 tons, Commander

J. M. Robinson, Amoy

Colorado, armoured cruiser, 13,500 tons, Captain

Sidney A. Stannion

Concord, gunboat, Commander Boush,

Manila

Eleon, gunboat, 610 tons, Lt. Commander

J. L. Jayne, Hongkong

Galveston, cruiser, 3100 tons, Commander

W. G. Cutler, Canton

Helena, gunboat, 1397 tons, Commander J. C.

Gilmore, Manila

Maryland, armoured cruiser, 13,500 tons, Capt.

John E. Ingersoll

Monticlock, monitor, in reserve, Lt. Commu-

der J. L. Parrell, Cavite.

Paraguay, gunboat, 201 tons, Ensign A. B. Reid

commanding, Cavite.

Pennsylvania, armoured cruiser, 13,500 tons,

Capt. Thom S. C. Molloy

Quincy, gunboat, Lieut. E. L. Biset, Manil-

Halgah, cruiser, 3213 tons, Commander F. F.

Fletcher, Manila

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.



SHIPPERS

Cutler, Palmer & Co., London

AGENTS

SIEMSEN & CO.,

HONGKONG

報新外中港香

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PUBLISHED DAILY.

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Established for nearly FIFTY YEARS

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Documents translated from or into Classical

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IN PREPARATION.

THE DIRECTORY AND CHRONICLE FOR CHINA, JAPAN, COREA, INDO-CHINA SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c., WITH HIGH ARE INCORPORATED THE CHINA DIRECTORY AND THE HONGKONG DIRECTORY AND HONG LIST AND THE FAR EAST FOR 1908.

THE FORTY-SIXTH ANNUAL ISSUE

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which European residents. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the places, their History, Topography, &c., &c.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume. Royal Octavo—Complete with Fifteen Maps, and Plans, pp. 1720, \$10.00. Directory only pp. 1,300, \$6.00.

The Directories and Descriptions are of

CHINA	JAPAN AND FORMOSA
Peking	Nanking
Tientsin	Wuhu
Pootung	Kowloon
Chingwantan	Hankow
Taku	Yochow
Newchwang	Shensi
Taiwan	Iohang
Port Arthur	Chungking
Chiofo	Hankow
Waihaiwei	Ningpo
Kiasan	Wanchow
Tientsin	Santa
Manila	Foochow
Shanghai	Amoy
Soochow	Swatow
Chinkiang	

VIETNAM	FORMOSA
Tokyo	Osaka
Yokohama	Moji
Hyogo	Nagasaki
Kobe	Hakodate
Shimonoseki	Tsushima

VIETNAM

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POST OFFICE NOTICE

CHRISTMAS AND NEW YEARS HOLIDAYS

Wednesday and Thursday the 25th and 26th December, 1907, and Wednesday and Thursday, the 1st and 2nd January, 1908, are to be observed as Public Holidays.

The Post Office will be open on each day from 8.00 a.m. to 9.00 a.m. only.

There will be no delivery of letters and one collection as on Sundays.

The Money Order Office will be entirely closed.

In the event of the arrival of the English Mail from Europe on either the 25th or 26th inst. the Post Office will remain open one hour for the delivery thereof.

The *Safes*, with the French mail of the 22nd Nov., left Saigon on Friday, the 20th inst., at 1 p.m., and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on the 18th Oct.

FOR	PRE	DATE
Manila	Hongkong Maru	Monday, 23rd
Amoy	Cheongchee	Monday, 23rd, 11.00 A.M.
Shanghai	Pekho	Monday, 23rd, 11.00 A.M.
Manila	Sui Tai	Monday, 23rd, 1.15 P.M.
Ningpo and Shanghai	Kaongkong	Monday, 23rd, 3.00 P.M.
Shanghai, Nagasaki, Kobe and Yokohama	Canton	Monday, 23rd, 4.00 P.M.
Haiphong	Triumph	Monday, 23rd, 5.00 P.M.
Hobson and Haiphong	Chihli	Monday, 23rd, 5.00 P.M.
Hongkong	Yunnan	Tuesday, 24th, 9.00 A.M.
		Tuesday, 24th
		Printed Matter and San- gations, 9.00 A.M.
		Registration, 9.30 A.M.
		Registration, with 10 of 10 cents, up to 9.30 A.M.
		Registration, Kowloon S.O., 9.00 A.M.
		No late fee, 10.00 A.M.
		Letters, 10.00 A.M.
Nagasaki, Kobe and Yokohama	Nikko Maru	Tuesday, 24th, 10.00 A.M.
		Tuesday, 24th
		Printed Matter and San- gations, 10.00 A.M.
		Registration, 10.00 A.M.
		Registration, with 10 of 10 cents, up to 10.30 A.M.
		Registration, Kowloon S.O., 10.00 A.M.
		No late fee, 11.00 A.M.
		Letters, 11.00 A.M.
Macao	Sui Tai	Tuesday, 24th, 1.15 P.M.
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C. and Seattle	Iyo Maru	Tuesday, 24th, 3.00 P.M.
Manila	Taming	Tuesday, 24th, 3.00 P.M.
Ningpo	Liangchow	Tuesday, 24th, 3.00 P.M.
Shanghai	Shaoxing	Tuesday, 24th, 5.00 P.M.
Singapore, Colombo and Bombay	Riojun Maru	Tuesday, 24th, 5.00 P.M.
Singapore, Penang and Colombo	Kanagawa Maru	Tuesday, 24th, 5.00 P.M.
Europe, S.O., India via Tutuorin	Sui Tai	Thursday, 26th, 1.15 P.M.
Macao	Bellorophon	Friday, 27th, 11.00 A.M.
Kuchisaki, Kobe, Yokohama, Victoria, Tacoma, Vancouver and Seattle, China, Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth	Yamata Maru	Friday, 27th, 11.00 A.M.
Macao	Sui Tai	Friday, 27th, 1.15 P.M.
Saukoku	Yamaguchi	Friday, 27th, 3.00 P.M.
Manila	Yamaguchi	Friday, 27th, 3.00 P.M.

XMAS NOVELTIEST.

NOW ON SHOW.

TOM SMITH'S CRACKERS,
CADBURY'S CHOCOLATES (ASSORTED),
PASCALL'S CONFECTIONERY OF
DIFFERENT VARIETIES.

FRENCH CRYSTALIZED FRUITS.

TOYS AND DOLLS

H. RUTTONJEE & SON.

WINE AND PROVISION MERCHANTS,
No. 5, D'AGUIAR STREET, HONGKONG.

TO-DAY.
Sale, Crown Land, Public Works Dept. 3 p.m.
At the City Hall, 9 p.m., Pollard's Lilliputian
Opera Co., "The Belle of New York."

TO-MORROW.
Sale, Jewelry, &c., Sales Rooms, Messrs.
Hughes & Hough, 11 a.m.

VESSELS EXPECTED.

THE FRENCH MAIL.
The M.M. str. *Salvator* with the next French
Mail, left Saigon on 20th inst. at 1 p.m. for this
port, and is expected here to-day.

THE INDIAN MAIL.
The Indo-China str. *Koolang* from Calcutta
and the Straits left Singapore for this port on
the 17th inst. p.m., and may be expected here
to-morrow.

THE JAPANESE MAIL.
The Indo-China str. *Lansing* left Calcutta
for this port via the Straits on the 18th inst.,
and may be expected here on or about 29th inst.

THE GERMANY MAIL.
The I.G.M. str. *Prinz Waldemar* left Sydney
on Wednesday, the 18th inst. at 10 a.m., and
may be expected here on or about Wednesday,
the 8th prox.

THE AMERICAN MAIL.
The O. & O. str. *Peria* sailed from Tacoma
on the 16th inst. for Hongkong via Japan ports,
and is due to arrive in Hongkong on 15th prox.

THE CANADIAN MAIL.
The C.P.R. str. *Monteagle* left Vancouver
a.m. on Friday, the 13th inst. for Hongkong
via the usual ports of call.

MERCHANT STEAMERS.
The str. *Cornwall* left Singapore on
Saturday, the 14th inst. at 6 p.m., and is due
here to-day at daylight.

The H.A.L. str. *Seymour* left Shanghai on the
20th inst. a.m., and may be expected here to-day
a.m.

The H.A.L. str. *Haburg* left Singapore on
17th inst. at 6 a.m., and may be expected here
to-day p.m.

The H.A.L. str. *C. Ford* left Singapore
on 17th inst. at 8 a.m., and may be expected
here to-day.

The C.N. Co.'s str. *Shantung* left Java on the
12th inst., and is due here to-day.

The Danish str. *Siam* left Singapore on the
afternoon of the 11th inst., and may be expected
here to-day.

The str. *Katharine Park* from South
American Ports there left Kobe for this port
on the 17th inst., and is expected to arrive here
to-day.

The P. & O. str. *Sunda* left Singapore for
this port on the 15th inst. at 7 a.m.

The Ben Line str. *Derwent* from Leith and
London, left Singapore on the 18th inst. for
this port.

The E. & A. str. *Empire* left Sydney on the
11th inst. for this port (via Queensland Ports).

The G.N. str. *Minnesota* arrived at Yokohama
on 17th inst. at 1 p.m., will leave for Hongkong
via usual ports of call on 19th inst., and may be
expected here on 2nd prox.

The C.N. Co.'s str. *Taiyuan* left Thursday
Island on 18th inst., and is due here on 26th inst.

The C.N. Co.'s str. *Ching-tai* left Sydney on
10th inst., and is due here on 3rd prox.

HONGKONG TIDE TABLE.

From Dec 23rd to 26th, 1907.

Day of Month	Hour of Tide	HIGH WATER.		LOW WATER.	
		Mean Time.	Height.	Mean Time.	Height.
Mon. 23	11.15	11.15	4.5	11.15	1.1
Tues. 24	11.15	11.15	4.5	11.15	1.1
Wed. 25	11.15	11.15	4.5	11.15	1.1
Thurs. 26	11.15	11.15	4.5	11.15	1.1
Fri. 27	11.15	11.15	4.5	11.15	1.1
Sat. 28	11.15	11.15	4.5	11.15	1.1
Sun. 29	11.15	11.15	4.5	11.15	1.1

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 21st.

Barometer	Therm. (Wetbulb)	Therm. (Drybulb)
9.02	80.2	80.2
9.02	80.2	80.2
9.02	80.2	80.2
9.02	80.2	80.2
9.02	80.2	80.2
9.02	80.2	80.2
9.02	80.2	80.2
9.02	80.2	80.2
9.02	80.2	80.2
9.02	80.2	80.2

MESSES. FALCONER & CO.'S REGISTER.

December 21st.

Barometer	Therm. (Wetbulb)	Therm. (Drybulb)
9.02	80.2	80.2
9.02	80.2	80.2
9.02	80.2	80.2
9.02	80.2	80.2
9.02	80.2	80.2
9.02	80.2	80.2
9.02	80.2	80.2
9.02	80.2	80.2
9.02	80.2	80.2
9.02	80.2	80.2

JOINT STOCK SHARE.

Hongkong, December 21st.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	Pa. 200	Nominal.
Bank		
Hongkong & S'hai.	{ \$25 \$ 25	\$720, buyers \$710, sales Ln. 277.10. Ln. 277.10.
National B. of China	25	\$51.
Bank of China	12 1/2	\$7, buyers
Bank of Communications	\$12	\$104.
Bank of India	{ \$10 \$ 10	\$5, sellers
Bank of Japan	\$10	\$91, sales & buy
Bank of Korea		
Bank of Persia		
Bank of Siam		
Bank of the Straits		
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